

**LAND USE ELEMENT  
CIRCULATION ELEMENT  
OPEN SPACE, CONSERVATION, AND RECREATION ELEMENT  
NOISE ELEMENT  
ENVIRONMENTAL IMPACT REPORT**



# **CITY OF CYPRESS GENERAL PLAN**

PREPARED BY THE CITY OF CYPRESS AND POD INCORPORATED 1986





87 00913

RESOLUTION NO. 3121

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CYPRESS  
ADOPTING THE 1986 UPDATE TO THE CIRCULATION, OPEN SPACE,  
CONSERVATION, RECREATION, NOISE AND LAND USE ELEMENTS  
OF THE GENERAL PLAN FOR THE CITY OF CYPRESS.

WHEREAS, the City Council of the City of Cypress held a public hearing  
at their meeting of July 28, 1986, to consider the final draft of the  
proposed 1986 Update to the Circulation, Open Space, Conservation, Recreation,  
Noise and Land Use Elements of the City's General Plan; and

WHEREAS, the City Council considered evidence presented at the public  
hearing including public testimony and a report prepared by City staff; and

WHEREAS, after discussion by the City Council, a motion was made to adopt  
the proposed Update to the Circulation, Open Space, Conservation, Recreation,  
Noise and Land Use Elements of the General Plan.

NOW, THEREFORE, be it resolved that the City Council of the City of  
Cypress does hereby adopt said 1986 Cypress General Plan Updates consistent  
with Government Code Section 65300 - 65362.

PASSED AND ADOPTED by the City Council of the City of Cypress at a  
regular meeting held on the 28th day of July 1986.

/S/ OTTO J. LACAYO

MAYOR OF THE CITY OF CYPRESS

ATTEST:

/S/ DARRELL ESSEX  
CITY CLERK OF THE CITY OF CYPRESS

STATE OF CALIFORNIA )  
COUNTY OF ORANGE ) SS

I, DARRELL ESSEX, City Clerk of the City of Cypress, DO HEREBY CERTIFY  
that the foregoing Resolution was duly adopted at a regular meeting of the  
said City Council held on the 28th day of July 1986, by the following roll  
call vote:

AYES: 5 COUNCIL MEMBERS: Coronado, Kanel, Mullen, Partin and Lacayo  
NOES: 0 COUNCIL MEMBERS: None  
ABSENT: 0 COUNCIL MEMBERS: None

/S/ DARRELL ESSEX

CITY CLERK OF THE CITY OF CYPRESS

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UNIVERSITY OF CALIFORNIA

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# LAND USE ELEMENT



## CITY OF CYPRESS GENERAL PLAN

PREPARED BY THE CITY OF CYPRESS 1986





C I T Y     O F     C Y P R E S S

5275 Orange Avenue  
Cypress, California 90630

(714) 828-2200

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Gerald Mullen, Mayor Pro-tem  
Cornelius M. Coronado, Jr.  
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Freda J. Pike, Secretary





LAND USE ELEMENT  
OF THE  
GENERAL PLAN  
1986

Prepared by

Christine Eynon, Planning Director  
Vernon Jones, Senior Planner  
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I N T R O D U C T I O N



# I N T R O D U C T I O N

## PURPOSE AND INTENT

The Land Use Element of the Cypress General Plan is a long-range guide to the development and use of all lands within the City of Cypress and its adjacent sphere of influence. It is designed to provide a flexible framework of goals and policies to guide elected officials, staff and citizens of Cypress in the daily operations which affect land use and community growth.

The Land Use Element represents the "desirable" pattern for the ultimate full development of the City of Cypress as determined at this point in time. As new information becomes available, or circumstances change, the Land Use Element may need to be amended. Such revisions of the Land Use Element must be made only after thorough study indicates the desirability of a revision.

## AUTHORITY

Government Code Section 65302(a) requires all City and County General Plans to prepare a Land Use Element along the following guidelines:

"Government Code Section 65302(a): A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas."





## ORGANIZATION

The Land Use Element will proceed with an examination of residential, commercial, industrial, and public and semi-public land uses, followed by a discussion of those issues which are unique to Cypress and the City's stated Goals, Objectives, Implementation Policies and Programs. Due to the interrelationships between issues, as well as General Plan Elements, land uses relating to open space, recreation, agriculture, natural resources and enjoyment of scenic beauty will be discussed in the Conservation and Open Space Elements.

## HISTORICAL PERSPECTIVE

Soon after its incorporation in 1956, as a small dairy community with 1,070 residents, Cypress began a period of rapid growth. Numerous housing tracts were built from 1960 through the early 1970's, until the City virtually ran out of residential land. Approximately 98% residentially constructed, Cypress is now experiencing a period of rapid growth in its 514-acre Business Park.

The rapid development and flat terrain in Cypress has resulted in the development of a gridiron pattern community typical of many Orange County cities. Since the majority of houses in Cypress were built within 10 to 15 years of each other and were relatively evenly distributed City-wide, there are few concentrated areas of older homes. The City's overall density is relatively low due to the prominence of single-family homes.

Cypress' commercial development began with strip commercial development along Lincoln Avenue and has generally followed that pattern, with Valley View Street, Ball Road and Walker Street also containing strip commercial and small neighborhood shopping centers. New community shopping centers are planned and under construction at the Katella Avenue-Knott Street intersection.

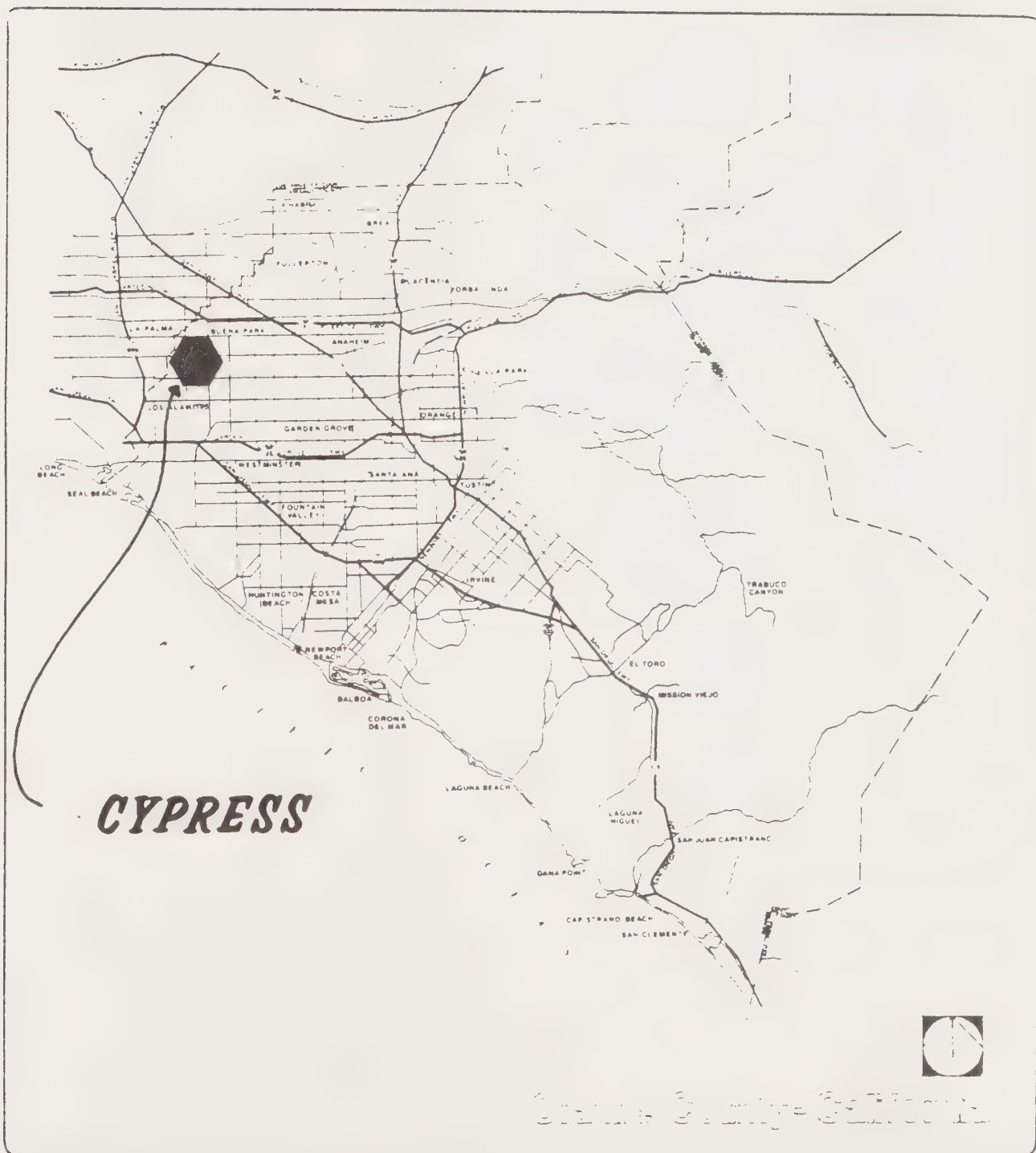
The industrial base of Cypress is concentrated in its 514-acre Business Park with the Katella Avenue-Valley View Street intersection serving as the approximate geographical center. Intensive industrial and commercial growth in the Business Park is expected to continue for the next 5 to 10 years .... providing numerous job opportunities for Cypress' approximately 42,000 residents. The industrial sector will clearly play the major role in the next ten years of the City's development.



The diversity of land uses in Cypress is evidenced by the existence of the 112-acre Cypress Community College, 100-acre Forest Lawn Cemetery, 135-acre Texaco/Exxon Tank Farm, and the 300-acre Los Alamitos Race Course and Country Club, one of the World's largest quarter horse tracks.



## REGIONAL SETTING







L A N D      U S E S



CLASSIFICATIONS

In order to provide guidance in determining which land uses would be permitted in certain areas of the City, Cypress has designated eight land use classifications.

These categories are intended to serve as guidelines only. Each proposed use will be evaluated for its appropriateness in a particular location considering such factors as, but not limited to, the following:

1. compatibility with other uses
2. circulation
3. urban design
4. availability of services
5. environmental factors

RESIDENTIAL

Residential land in the City of Cypress is divided into Low, Medium and High Density designations. These densities are based upon the number of dwelling units per gross residential acre; where the residential acre includes residential lots and the streets serving those lots only. Development may be permitted within an area at an overall density that is lower than the range indicated for that area, but will not be permitted at a higher overall density.

Following are the density standards for each of the residential subcategories:

Low Density - Not more than five dwelling units per gross residential acre.

Medium Density - Not more than fifteen dwelling units per gross residential acre.

High Density - More than fifteen dwelling units per gross residential acre.

In addition to the aforementioned residential categories, Cypress has designated a special land use category for Mobile Home Parks. This Mobile Home Park designation permits only mobile home developments, according to the standards provided in the City of Cypress Zoning Ordinance.





## COMMERCIAL

The City of Cypress has approximately 227 acres of land designed for commercial use. The commercial land use categories established for the General Plan are as follows:

General and Neighborhood - Approximately one-half of the land designated for commercial use falls under this category. The types of uses allowed include, but are not limited to:

1. Professional and Administrative Offices
2. Convenience and Neighborhood Commercial Developments
3. Community Shopping Centers
4. Retail and Wholesale Commercial Activities
5. Light Industrial in conjunction with Commercial

Heavy Commercial - This land use designation is intended to provide appropriately located areas with a variety of urban uses in conjunction with commercial projects catering primarily to major arterial highway travelers, visitors to the City, or such businesses or uses where direct access to major arterial highways is essential or desirable for their operation. Major areas of heavy commercial uses are located along Lincoln Avenue.

## INDUSTRIAL

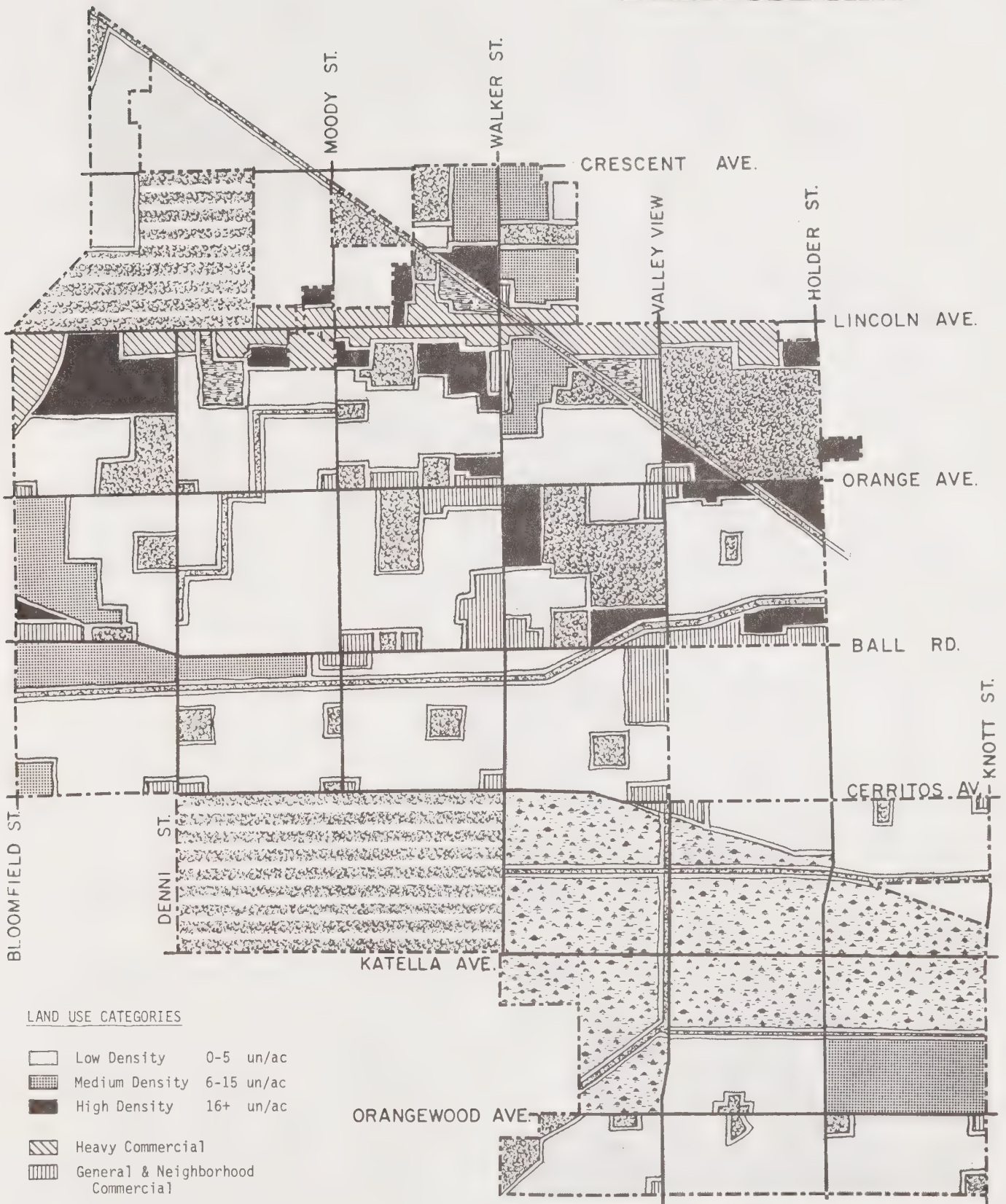
Areas which are designated Industrial on the General Plan Map may best be described by either of two general uses: Light Industrial or Business Park.

Light Industrial is for limited service commercial or light industrial uses that can meet high performance standards, but that frequently do not meet the high performance and development standards appropriate to planned research and development of industrial parks.

Business Park uses are intended to be modern industrial and commercial developments which meet the high performance and development standards of the City. Generally, this type of development is limited to specific areas of a city, designated solely for a Business Park. Proximity to arterial streets and access to the freeway and railroad are considered extremely important.



# LAND USE MAP



## LAND USE CATEGORIES

-  Low Density 0-5 un/ac
-  Medium Density 6-15 un/ac
-  High Density 16+ un/ac
-  Heavy Commercial
-  General & Neighborhood Commercial
-  Light Industrial
-  Business Park
-  Public & Semi-Public
-  Public & Semi-Public, Privately Owned

## GENERAL PLAN



CITY OF CYPRESS





## PUBLIC AND SEMI-PUBLIC

The general category of Public and Semi-Public uses includes publicly owned, quasi-public and institutional facilities that are necessary to support the community by providing educational, cultural and functional opportunities. Open space is included as a category and incorporates recreational and conservation resource areas.

## CURRENT POPULATION/PROJECTED POPULATION

The City population as of January 1, 1985 was estimated by the State Department of Finance to be 42,151, with a total of 13,594 existing housing units and a persons per household ratio of 3.145. This is down from the January 1, 1984 Department of Finance estimates of 42,447 population, 13,588 housing units (increase of 6 units), and a ratio of 3.174 persons per household. As described in Table I, a recent population holding capacity study for the City, based on existing density standards and assuming build-out to the maximum of current land designations, ascertained a maximum population of approximately 50,801 containing 16,153 housing units based upon a per person household ratio of 3.145. (This figure of 50,801 is not intended as an absolute standard. The estimate provides for a 10% upward or downward variation from the base figure of 50,801.)

## LAND AVAILABILITY/RESIDENTIAL DEVELOPMENT POTENTIAL

A major problem in providing new housing in the City of Cypress is the lack of vacant land available for new residential construction. As of January 1985, there were approximately 142 acres of vacant land zoned for residential development. However, 135 acres of the 142 acres are occupied by the Texaco and Exxon Oil Storage Tank Farm. This leaves approximately 7 acres of currently vacant developable residential land.

## POPULATION CAPACITY OF GENERAL PLAN

The acreage devoted to each of the various residential land use categories is outlined in Table I. Based on the figures represented for residential uses, a potential maximum of 50,801 persons are projected to occupy up to 16,153 housing units in the City of Cypress and its sphere of influence. These maximum projections were determined by: (1) assuming ultimate build-out of all residentially designated land according to existing density standards to determine the maximum number of possible housing units, and





TABLE I

DWELLING UNIT CAPACITY OF GENERAL PLAN

<u>Residential Density Capacity</u>	<u>Dwelling Units/Acre</u>	<u>Total No. of Acres</u>	<u>Maximum Dwelling Units</u>
<u>CITY</u>			
Low Density	5	1,219.42	7,838*
Medium Density	6 - 15	242.56	3,638
High Density	16 - 20	<u>185.33</u>	<u>3,706</u>
Total		1,647.31	15,182
 <u>SPHERE OF INFLUENCE</u>			
Low Density	5	54.97	274
Medium Density	6 - 15	46.48	697
High Density	16 - 20	<u>0</u>	<u>0</u>
Total		<u>101.45</u>	<u>971</u>
Combined Totals		<u>1,748.76</u>	<u>16,153</u>

\* This total also includes numerous subdivisions constructed in the 1960's and early 1970's using an Optional Design and Improvements Standard which allowed up to 7 density units per acre.

Source: City of Cypress Planning Department  
February, 1985



(2) multiplying the maximum possible number of housing units by the State Department of Finance (1985) developed Average Population per Dwelling Unit figure of 3.145. As a practical matter, however, it should be assumed that the population will ultimately level out at about 47,000, since (1) numerous underutilized lots within the City will not be developed to their maximum potential due to unstable economic conditions or poor existing design which prevents the construction of additional units, and (2) the Average Population per Dwelling Unit figure has been decreasing for several years.

Table II summarizes the total acres of developed and undeveloped land in the City and its sphere of influence.

Land availability is a major constraint for providing new residential units in Cypress. As of April 1985, there are approximately 6.8 acres of vacant land designated for residential uses. However, this figure does not include numerous parcels which are only partially developed and could be recycled or expanded.

Commercial land uses are estimated to be 93% developed, with approximately 49% of these uses devoted to Highway Commercial and 51% to Retail and General Commercial.

Of the 537.11 acres designated for industrial uses, 4% or 23.65 acres are utilized for light industrial. The remaining 96% or 513.46 acres, of which approximately 37% is developed, are planned for Business Park uses.

Assuming that the Business Park will be fully developed by the year 2000, Cypress is anticipating approximately 9 million square feet of additional building space. Many of the existing activities located in this area include corporate headquarters, warehouses, offices and supporting commercial land uses. It is anticipated that similar land uses will continue to be constructed until the Business Park is fully developed.

Over 28 percent of the area for the City is designated for Public and Semi-Public uses. Included in this land use classification are the Cypress Civic Center, Cypress Community College, Los Alamitos Race Course and Forest Lawn Memorial Park.





TABLE II

GROWTH TRENDS

POPULATION, HOUSING AND EMPLOYMENT \*

1980 - 2000

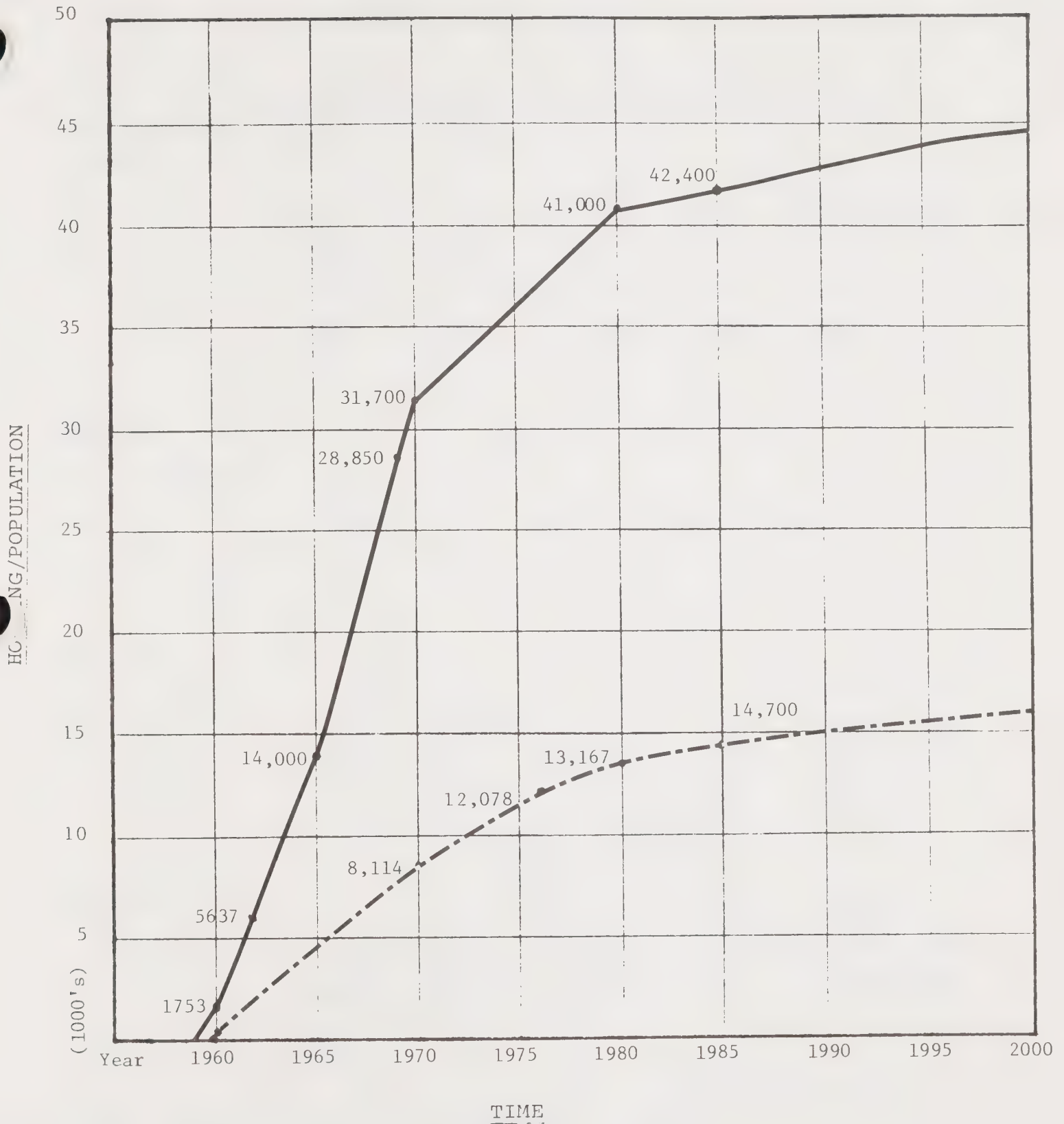
	<u>1980</u>	<u>1985</u>	<u>1990</u>	<u>1995</u>	<u>2000</u>
Population	45,685	45,892	46,924	47,281	47,813
Housing	14,535	15,388	16,029	16,244	16,355
Employment	8,021	13,073	17,117	17,087	17,270
Employment Population Ratio	1/5.7 (0.17)	1/3.5 (0.29)	1/2.7 (0.37)	1/2.7 (0.37)	1/2.7 (0.37)

\* Including spheres of influence. By Community Analysis Area (CAA). Not exact City boundaries.

Source: Forecast Analysis Center (FAC)  
January, 1980



# POPULATION AND HOUSING TRENDS



HOUSING   
POPULATION 



TABLE IV

PROJECTED LAND USE ACREAGE \*

Land Use Category	City		Sphere		Total	%
	DeveLoped	Undeveloped	DeveLoped	Undeveloped		
RESIDENTIAL						
Low Density	1,216.64	2.78	53.66	1.31	1,274.39	( 37%)
Medium Density	239.29	3.27	43.90	2.58	289.04	( 8%)
High Density	<u>184.58</u>	<u>.75</u>	<u>0</u>	<u>0</u>	<u>185.33</u>	<u>( 5%)</u>
Subtotal	1,640.51	6.80	97.56	3.89	1,748.76	50%
COMMERCIAL						
Retail and General	107.62	7.75	0	0	115.37	( 3.5%)
Highway	<u>103.84</u>	<u>8.08</u>	<u>3.61</u>	<u>0</u>	<u>115.53</u>	<u>( 3.5%)</u>
Subtotal	211.46	15.83	3.61	0	230.90	7%
INDUSTRIAL						
Light Industrial	22.53	1.12	0	0	23.65	( 1%)
Business Park	<u>188.06</u>	<u>325.40</u>	<u>0</u>	<u>0</u>	<u>513.46</u>	<u>(14%)</u>
Subtotal	210.59	326.52	0	0	537.11	15%
PUBLIC AND SEMI-PUBLIC						
Subtotal	<u>927.28</u>	<u>23.42</u>	<u>6.57</u>	<u>0</u>	<u>957.27</u>	<u>28%</u>
Grand Total	<u>2,989.84</u>	<u>372.57</u>	<u>107.74</u>	<u>3.89</u>	<u>3,474.04*</u>	<u>100%</u>

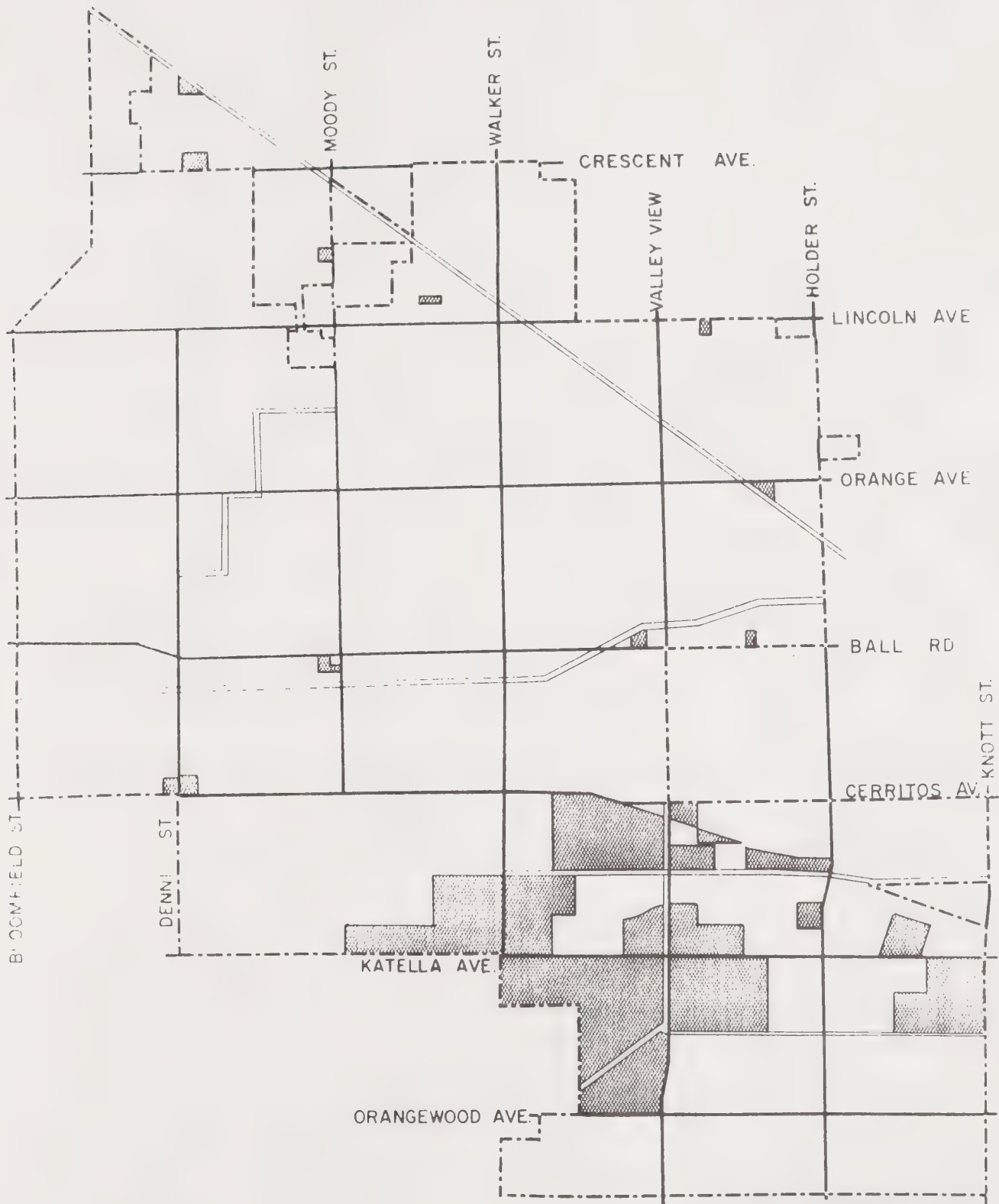
\* Does not include roadways

Source: City of Cypress Planning Department  
February, 1985





# VACANT LAND MAP



**GENERAL PLAN**

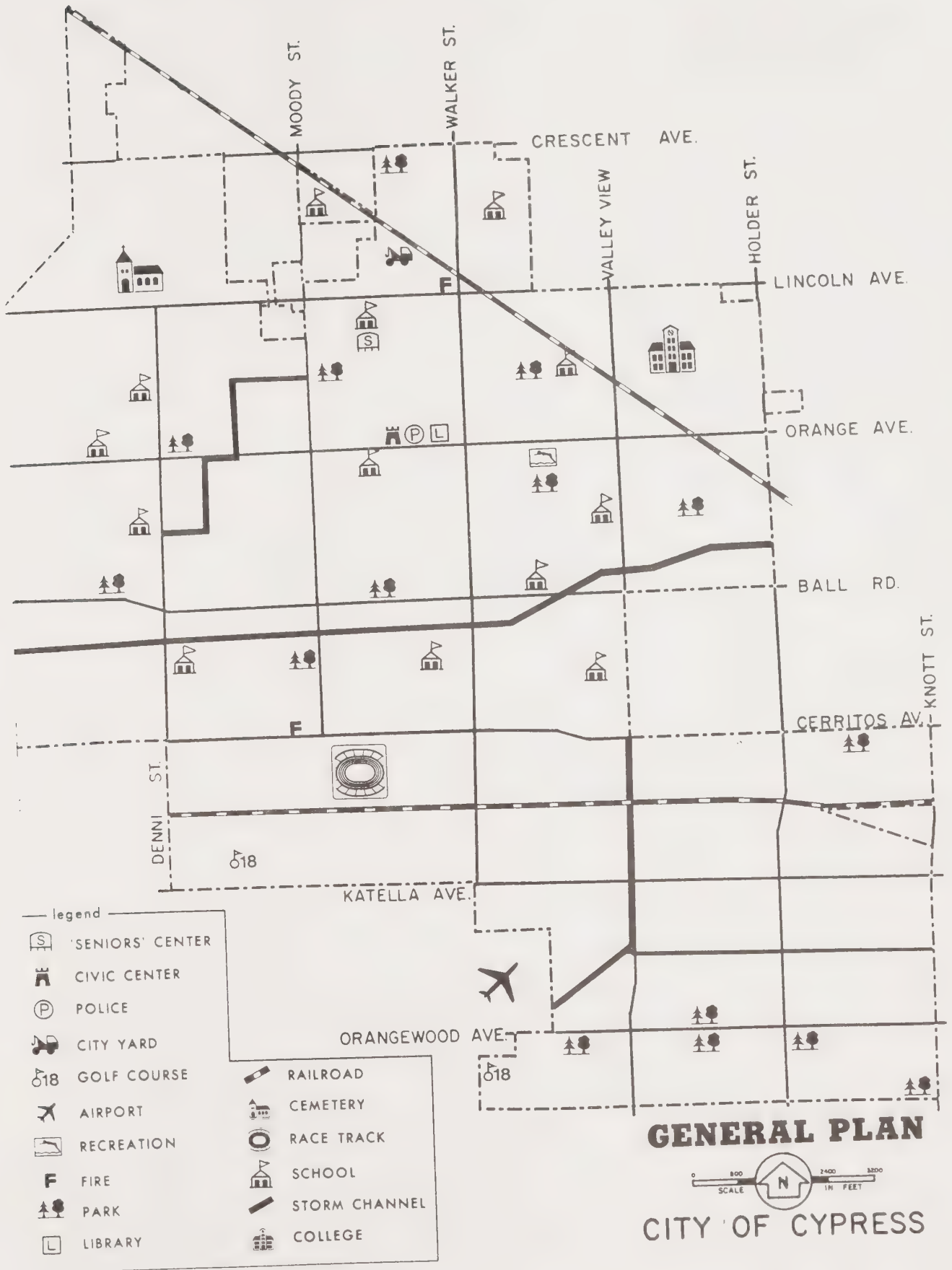


**CITY OF CYPRESS**

Source: City of Cypress  
Planning Department  
April, 1985



# COMMUNITY FACILITIES MAP





## LOCAL ISSUES

The following items have been identified as issues of importance in Cypress:

### DIVERSIFYING LAND USES

One of the goals of the Land Use Element is to foster the development of a balanced community. In keeping with this goal, Cypress is encouraging commercial and industrial growth in order to increase the number of jobs per resident.

According to the Southern California Association of Governments (SCAG), in 1980 the ratio in the City of Cypress was one job for every 5.7 persons. As the Cypress Business Park develops, this ratio is expected to improve steadily from one job per 3.5 residents in 1985, to one job per 2.7 residents in 1990. It is then anticipated that this balance will remain constant through the year 2000.

Figures projected for the entire North Orange County indicate an even greater number of jobs per person. In 1980, the North County ratio was one job per 2.2 persons. By 1995, this figure is expected to improve to one job per 2.0 persons.

In comparing the City figures with those proposed for North Orange County, it is evident that even with the major increase in jobs between 1980 and 1990, the ratio of jobs per resident in the City of Cypress will still not meet the County projections for the entire North County area.

### CYPRESS BUSINESS PARK

The 514-acre Cypress Business Park is the last large undeveloped area in the City. Although growth is occurring rapidly, this area is only one-third developed. The City has placed a high priority on the development of the Business Park. An appropriate mix of industrial, office and commercial land uses is essential in helping the City achieve its goal of creating a stable community by increasing both employment opportunities for its residents and sales tax revenues to relieve the citizen's tax burden. It is estimated by SCAG that ultimate development of the Business Park will result in a total of 27,000 local jobs by the year 2000. Ten of the City's thirteen major employers are located in the Business Park. See Table V. The City's efforts to increase its sales tax base has resulted in the



TABLE V

MAJOR EMPLOYERS IN CYPRESS

<u>Company</u>	<u>No. of Employees</u>
Cypress College	650
Los Alamitos Race Track	550
McAuto Headquarters	500
Yamaha Motor Corporation	500
Panasonic Technics Corporation	443
Varec Electronics	350
Mervyn's Department Store	250
Kierulff Electronics	200
Mitsubishi Electric	200
Genisco Memory Products	163
Fiat/Lancia	100
Jean-Ellen Manufacturing	50
Target Store (Proposed)	200 (Approximately)

Source: City of Cypress Planning Department  
Housing Element Amendment, 1985





commitment of 37 acres in the Business Park for strictly commercial/retail uses. Of the 37 acres, 21 acres have recently been developed with a new shopping center and a Target Store at the northwest corner of Knott Street and Katella Avenue. An 11-acre shopping center including Ross Dress For Less has also been constructed at the southwest corner of Knott Street and Katella Avenue.

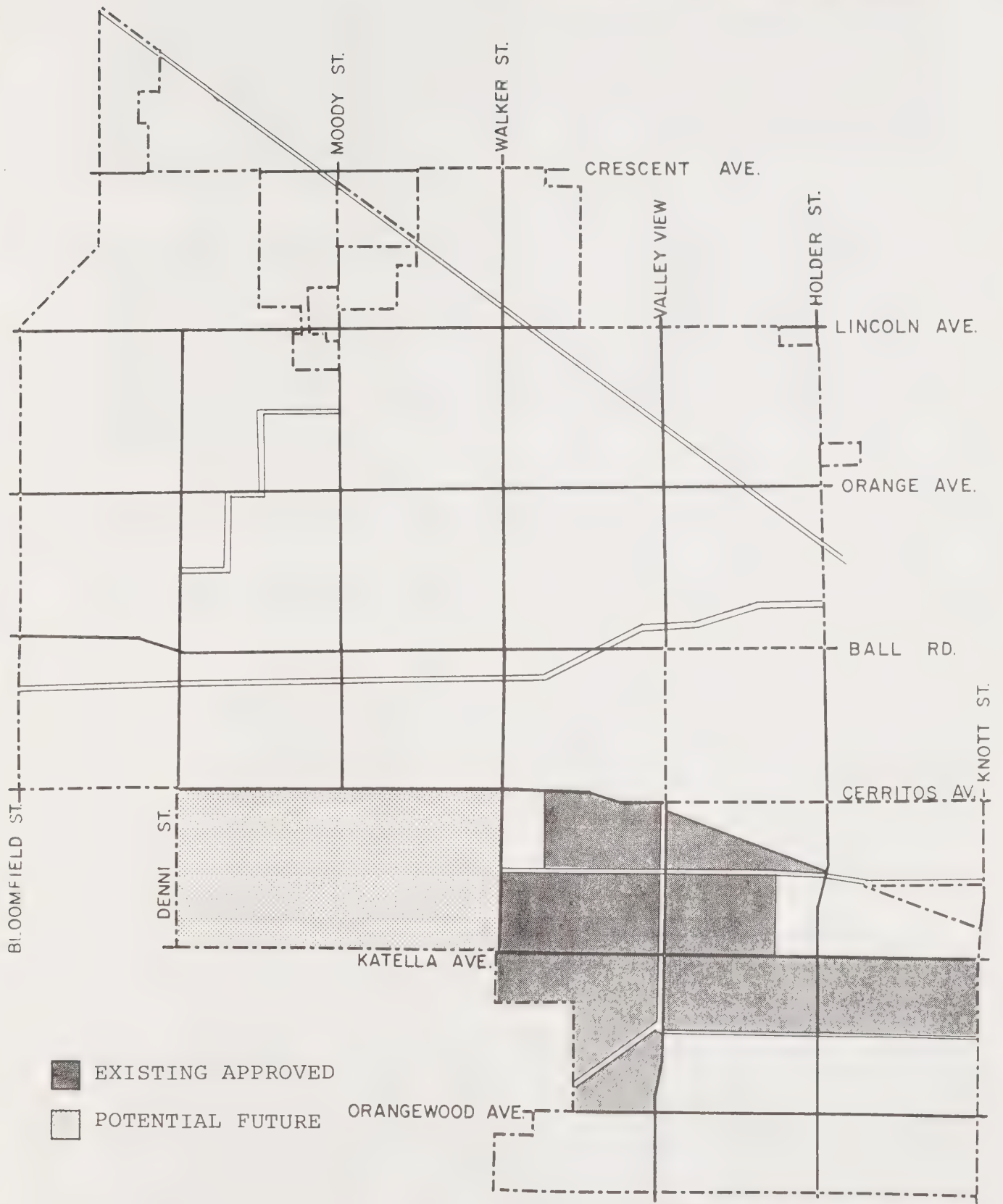
#### SPECIFIC PLANS



The Specific Plan Concept can be a valuable municipal tool to insure the comprehensive and integrated development of large parcels of land which, upon build-out, may have significant environmental and fiscal impacts. While zoning regulations are applied broadly throughout a community, a Specific Plan can be designed to protect special natural features and set conditions and performance standards which are unique to a site. The California Government Code allows Specific Plans to regulate site development standards, including land uses, allowable density, setbacks, parking, landscaping, roadways, utilities, and much more. These provisions provide the necessary flexibility to vary requirements from one parcel to another and yet still achieve a coordinated development.

The City of Cypress contains several large parcels which are ideally suited to take advantage of the Specific Plan alternative. The 514-acre Cypress Business Park, which has multiple ownership, is in transition from agricultural to light industrial and commercial uses. In order to develop their property, each major landowner is required to prepare a Specific Plan and Environmental Impact Report which delineates how the land will be utilized, and identifies what the physical/environmental and economic impacts will be. Thus far, Cypress has approved four Specific Plans, which are: (1) a 110-acre parcel, owned by the Cypress Land Company; (2) a 70-acre parcel, owned by the McDonnell-Douglas Realty Division; (3) a 212-acre three-area parcel, owned by the Warland Land Company; and (4) a 47-acre parcel, owned by the Arlan Land Company. In addition, the 300-acre Los Alamitos Race Course property may be a Specific Plan site. Map 5 designates those areas potentially subject to Specific Plan preparation and approval.



# SPECIFIC PLAN SITES



-  EXISTING APPROVED
-  POTENTIAL FUTURE

## GENERAL PLAN



CITY OF CYPRESS



## LOS ALAMITOS ARMY AIRFIELD

The Airport Land Use Commission is the agency, charged by the State, with the responsibility of formulating a detailed land use plan (known as the AELUP) "to safeguard the general welfare of the inhabitants within the vicinities of airports and to ensure the continued operation of the airports." The Commission's Airport Environs Land Use Plan (AELUP) specifies incompatible land uses for the land area surrounding the Los Alamitos Army Airfield.

Because a majority of the City's vacant business park is located within the flight pattern of the Los Alamitos Army Airfield, specific land use regulations exist regarding aircraft noise and building heights. In regards to these limitations, planning areas have been established by the Airport Land Use Commission (ALUC) of Orange County. The planning area for the Los Alamitos Army Airfield is located within the 60 CNEL contour for noise impact (see Map 6) and the Notification Map FAR Part 77 "imaginary surfaces" for height restrictions.

Policies and standards regarding noise impacts are discussed in the City of Cypress Noise Element. Guidelines regarding height restrictions are provided herein.

The City of Cypress will prohibit any structure, either within or outside of the planning areas, which:

1. Is determined to be a "hazard" by the FAA;
2. Would raise the ceiling or visibility minimums at an airport for an existing or planned instrument procedure (i.e., a procedure consistent with the FAA-approved airport layout plan or a proposed procedure formally on file with the FAA);
3. Would result in a loss in airport utility, such as causing the usable length of the runway to be reduced;
4. Would conflict with the VFR air space used for the airport traffic pattern or enroute navigation to and from the airport.

The City of Cypress is the approving land use authority. Consequently, interpretation of the aforementioned conditions shall be within the purview of the duties of the City Council. It is acknowledged that these conditions shall be applied in good faith. For example, Condition No. 2 (planned instrument procedure) contemplates that the procedure shall be a bona fide procedure that has been filed with the F.A.A. and is not inconsistent with existing physical conditions.





The Airport Land Use Commission was created to persuade local agencies to zone areas surrounding airports in a manner compatible with aircraft operations. Generally, this means prohibiting residential development in noise impact areas and avoiding excessively tall buildings or large concentrations of people in areas detrimental to the operation of the airport.

Other constraints regarding land uses in the Business Park include Section 19.2 of the Cypress City Code which states that "No amendment of the General Plan by which property is designated from manufacturing use to residential use shall be effective until approved by a majority of those voters at any regular or special City elections."

### SCHOOL CLOSURES

Because of declining student enrollment, five elementary schools and one junior high school have recently been closed in the City of Cypress. All six of these schools have subsequently been leased to public and private organizations for publicly oriented land uses.

The future use of these schools is of concern to the City, because a portion of the Citywide open space-to-population ratio is based on the residential areas located on the school grounds. Any change in the use of the school sites restricting the public from the recreational areas would result in an overall reduction of the Citywide open space. The City is committed to seeing that adequate educational facilities and open space are provided for its citizens.

### ANNEXATIONS

As part of the City's ongoing effort to insure consistency of proposed land uses, Cypress has pre-designated land use classifications for properties located within its sphere of influence. These classifications are purely advisory in nature, as the City has no regulatory affect on the properties until they are annexed.

Approximately 148 acres of land is affected by this policy of pre-classification. All of these properties are located north of the City boundary and south of the Southern Pacific Railroad (see Map 2).

In considering possible future annexations, it will be necessary for the City to determine the costs for public improvements in these areas. A majority of the streets lack sidewalks, curbs, gutters and street lights



and Cypress would be responsible for these improvements once the annexation had been completed.

With previous annexations, public improvements were provided by the City and the County, individually and in a joint effort, with the funding from the Community Development Block Grant program. It is anticipated that future improvements in substandard areas will be financed in the same manner.

#### LINCOLN AVENUE COMBINING ZONE - A MIXED USE CORRIDOR

Until the annexations occurred in the northern portion of the City, jurisdiction over Lincoln Avenue was shared between Orange County, Dairy City, Buena Park and Cypress. Because of this, Lincoln Avenue developed without the benefits of a single set of long-term, coordinated guidelines or controls.<sup>(1)</sup>

The results of this multi-jurisdictional approach was that different properties along the corridor were subdivided and developed according to the individual standards of the corresponding city.

In an attempt to deal with the various parcel sizes and developments, Cypress has adopted the Lincoln Avenue Combining Zone which permits any urban use subject to a conditional use permit. The purpose of this zone is to allow for the establishment of a variety of urban uses in conjunction with commercial projects on the larger, deeper lots; and to promote a revitalization of the commercial areas along the remaining portions of the Lincoln Avenue corridor.

#### REDEVELOPMENT

In 1982, Cypress formed a Redevelopment Project Area consisting of approximately 68 acres of land. This project area is centrally located within the City and includes a seven-acre site directly east of the Civic Center, the 22-acre Oxford School site and the six-acre Cypress Elementary School District Administrative Office site.

The Project Area Redevelopment Plan directly reflects the General Plan Land Use Element designation and the present zoning applicable to all properties in the area.

(1) Lincoln Avenue Study, Phase 1, City of Cypress, April 1973-74, Page 2



It is the intent of the Redevelopment Plan to provide a more specific direction for the City to undertake and to encourage the recycling and renovation of these properties. If it is determined in the future that there are additional areas in the City which are defined as having blight and in need of a recycling incentive, then the boundaries of the Redevelopment Project Area may be expanded to include these properties.

#### WASTE MANAGEMENT

Waste comes in many forms. It can be liquid or solid and hazardous or nonhazardous. Waste management is an efficient system of collecting and disposing of waste products generated by industries, commercial businesses, public institutions and residential households.

In Cypress, the collection of residential, commercial, industrial and public institution solid waste is presently handled by a private firm, Briggeman Disposal Company. All waste collected is transported directly to the City of Stanton Transfer Station, which has a working agreement with Briggeman Disposal Company, or to the Coyote Canyon Landfill. The Stanton Transfer Station is located east of Knott Street, just south of Katella Avenue. The Coyote Canyon Landfill is located off of Bonita Canyon Road, just south of the University of California-Irvine and is operated by the County of Orange. There is also a small aluminum can recycling center located in the Scotty's Market Shopping Center on Ball Road, west of Holder Street.

No hazardous waste disposal sites exist in Orange County. All hazardous wastes are transported to the Class I facility in Santa Barbara, called Casmalia Disposal Company, or the Class I facility in Kettleman City (near Bakersfield), called Chemical Waste Management.

Storm water runoff in Cypress is accommodated by a series of storm channels. The northern portion of the City is handled by the Carbon Creek and Moody Creek Channels, which drain into the large regional Coyote Creek Channel. The Coyote Creek Channel flows from the Brea Reservoir southerly through Cypress and eventually into the Pacific Ocean near Seal Beach. The southern portion of Cypress is handled by the Stanton Storm Channel which dumps into the Bolsa Chica Channel and continues southerly .....eventually emptying into the Pacific Ocean at Bolsa Bay in Huntington Beach.

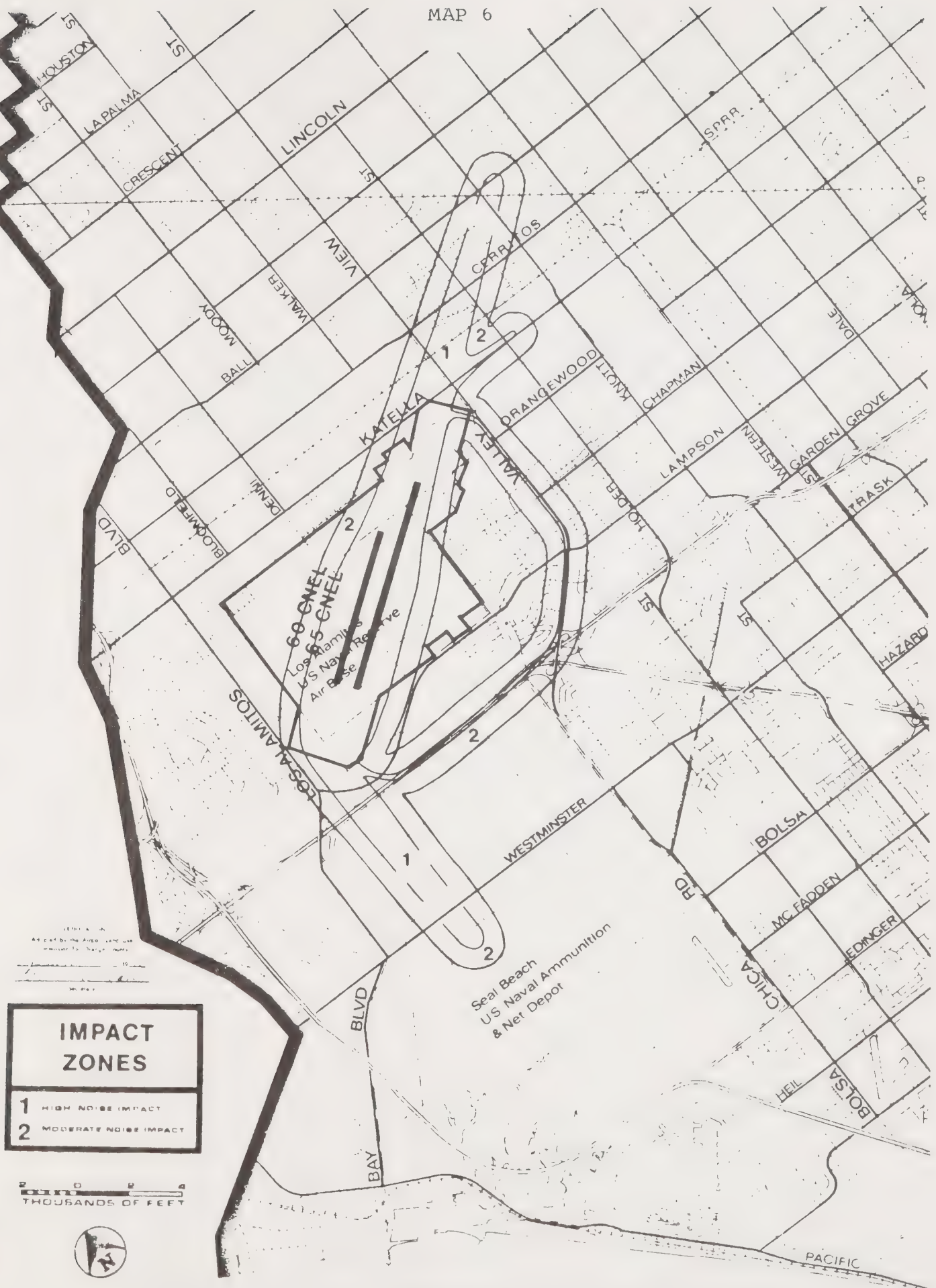
A review of waste management conditions impacting Cypress reveals the following trends:





1. Waste generation rates at the City of Stanton Transfer Station have increased dramatically the last two years, from \$6/ton in 1983 to \$14/ton in 1985. While it appears that the rate increases have stabilized somewhat, they can be expected to rise over time. Continued increased costs in waste disposal will provide impetus for the City to seek out less expensive ways of disposing of its waste.
2. Since Cypress expects only a moderate increase in its population over the next 10 plus years, the current levels of residential waste generated should not change substantially. However, industrial and commercial waste generated will increase markedly as the Cypress Business Park nears ultimate buildout.
3. The anticipated closure of the Coyote Canyon Landfill within the next 10 years, combined with the political sensitivity of locating waste disposal sites, will precipitate a search for innovative replacement facilities in Orange County.
4. The private sector can be expected to assume increased responsibility for providing waste disposal facilities as the economics of landfills become increasingly costly.



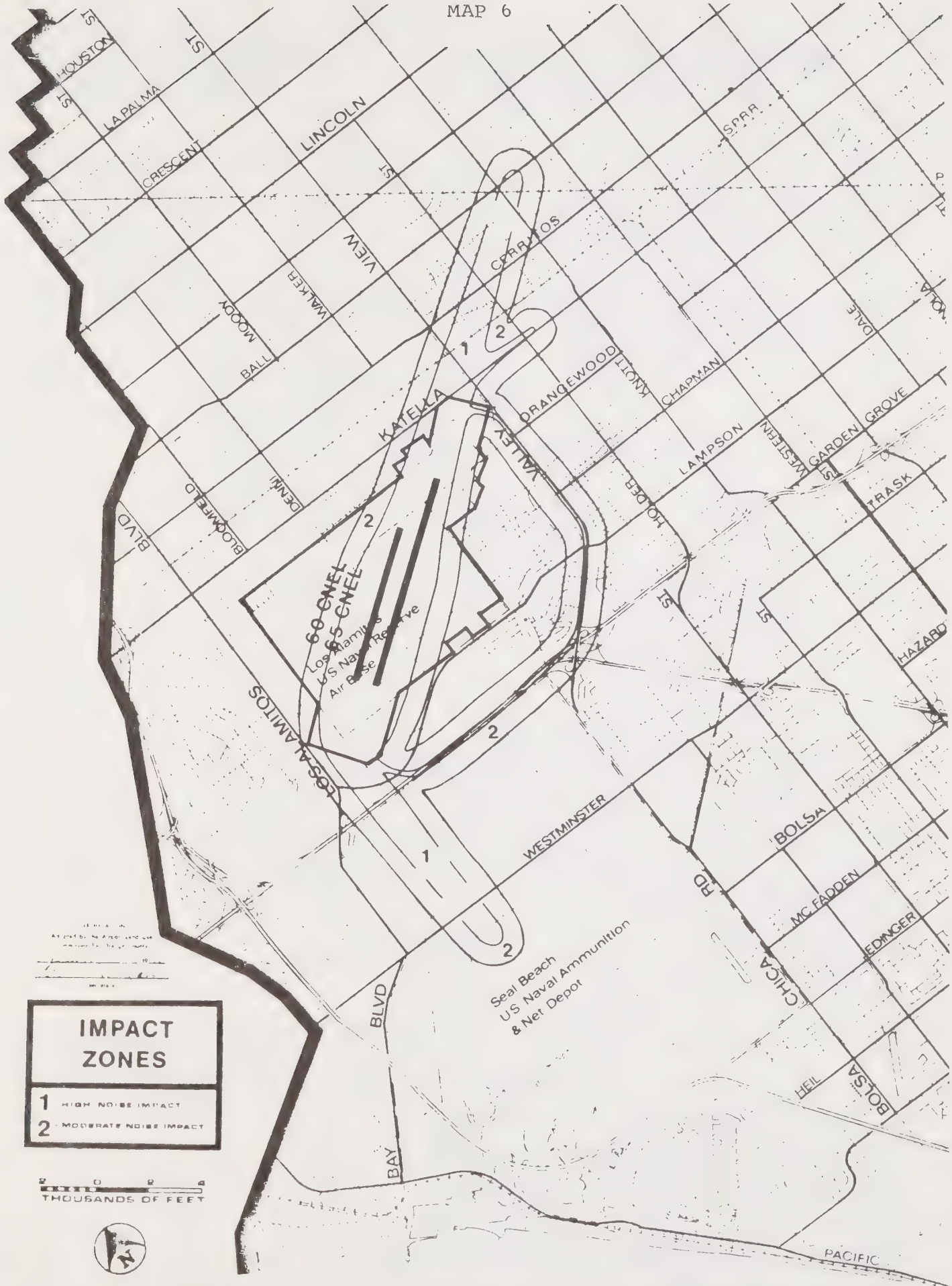


AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

AIRPORT ENVIRONS LAND USE PLAN \* NAS LOS ALAMITOS







**IMPACT ZONES**

1	HIGH NOISE IMPACT
2	MODERATE NOISE IMPACT

0 1 2 3 4  
THOUSANDS OF FEET



AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

AIRPORT ENVIRONS LAND USE PLAN \* NAS LOS ALAMITOS





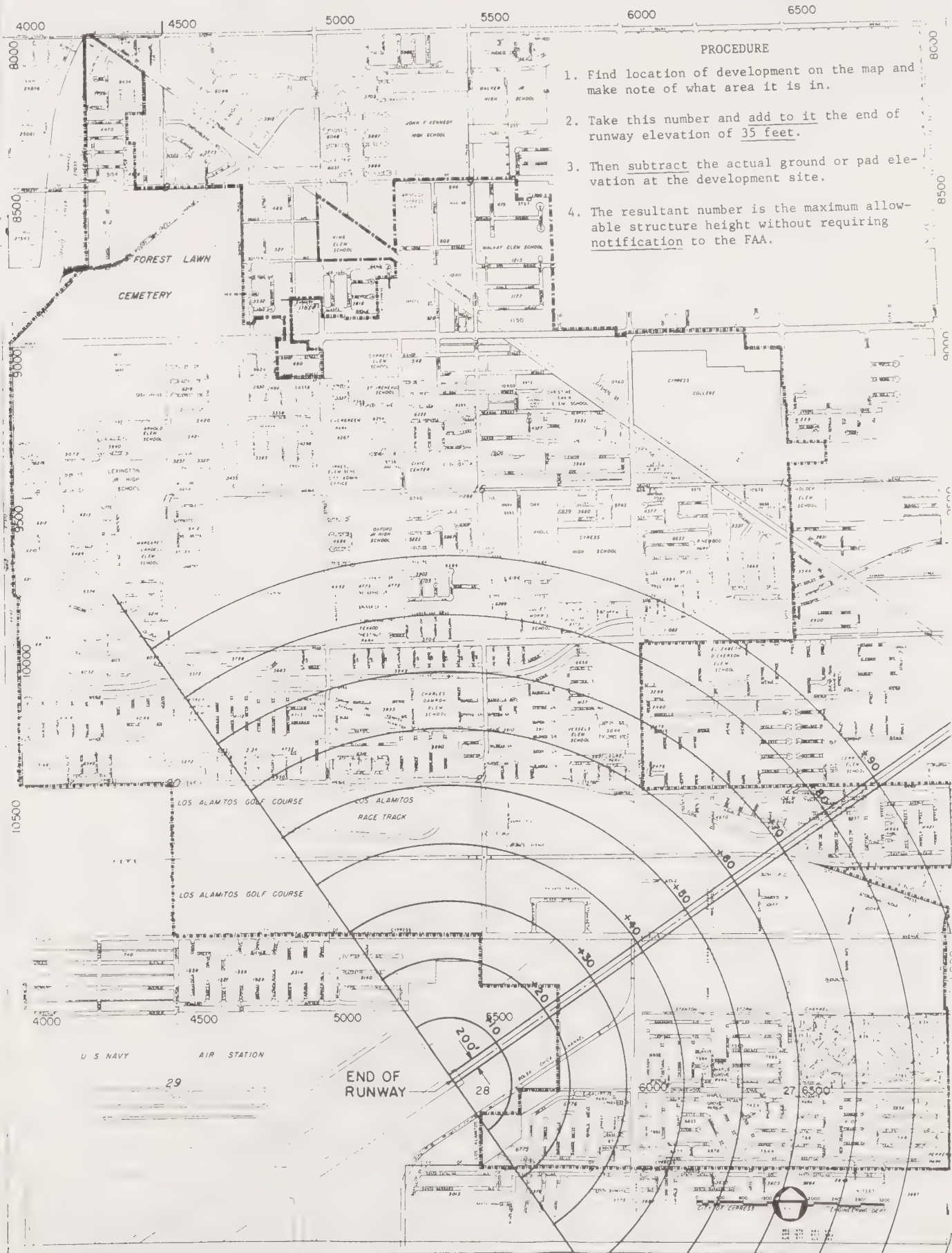
# CITY OF CYPRESS

COUNTY OF ORANGE, CALIFORNIA

## 100 to 1 SURFACE FOR NOTICE TO F.A.A.

### PROCEDURE

1. Find location of development on the map and make note of what area it is in.
2. Take this number and add to it the end of runway elevation of 35 feet.
3. Then subtract the actual ground or pad elevation at the development site.
4. The resultant number is the maximum allowable structure height without requiring notification to the FAA.





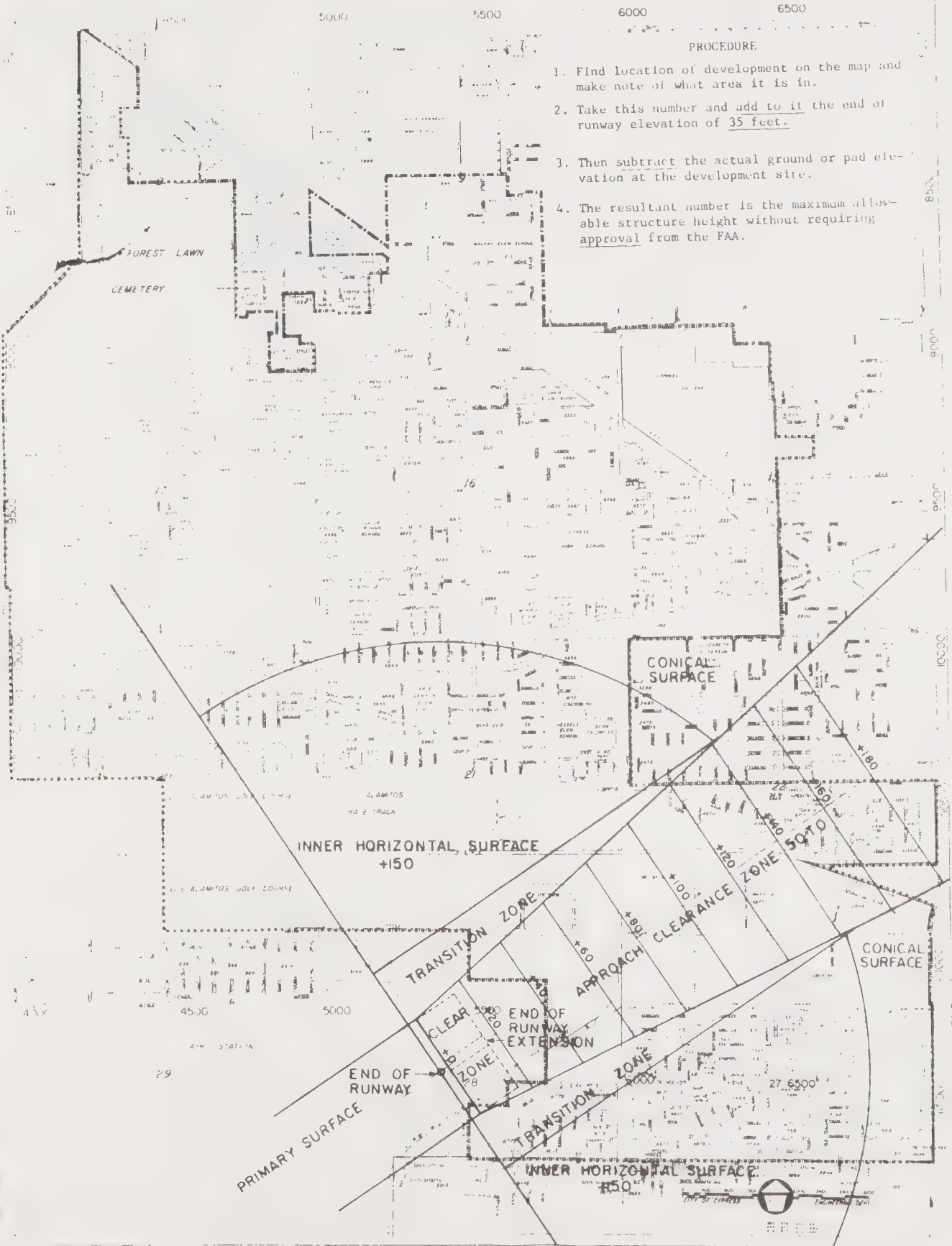
# CITY OF CYPRESS

COUNTY OF ORANGE, CALIFORNIA

## 50 TO 1 CLEARANCE SURFACE FOR APPROVAL BY F.A.A.

### PROCEDURE

1. Find location of development on the map and make note of what area it is in.
2. Take this number and add to it the end of runway elevation of 35 feet.
3. Then subtract the actual ground or pad elevation at the development site.
4. The resultant number is the maximum allowable structure height without requiring approval from the FAA.

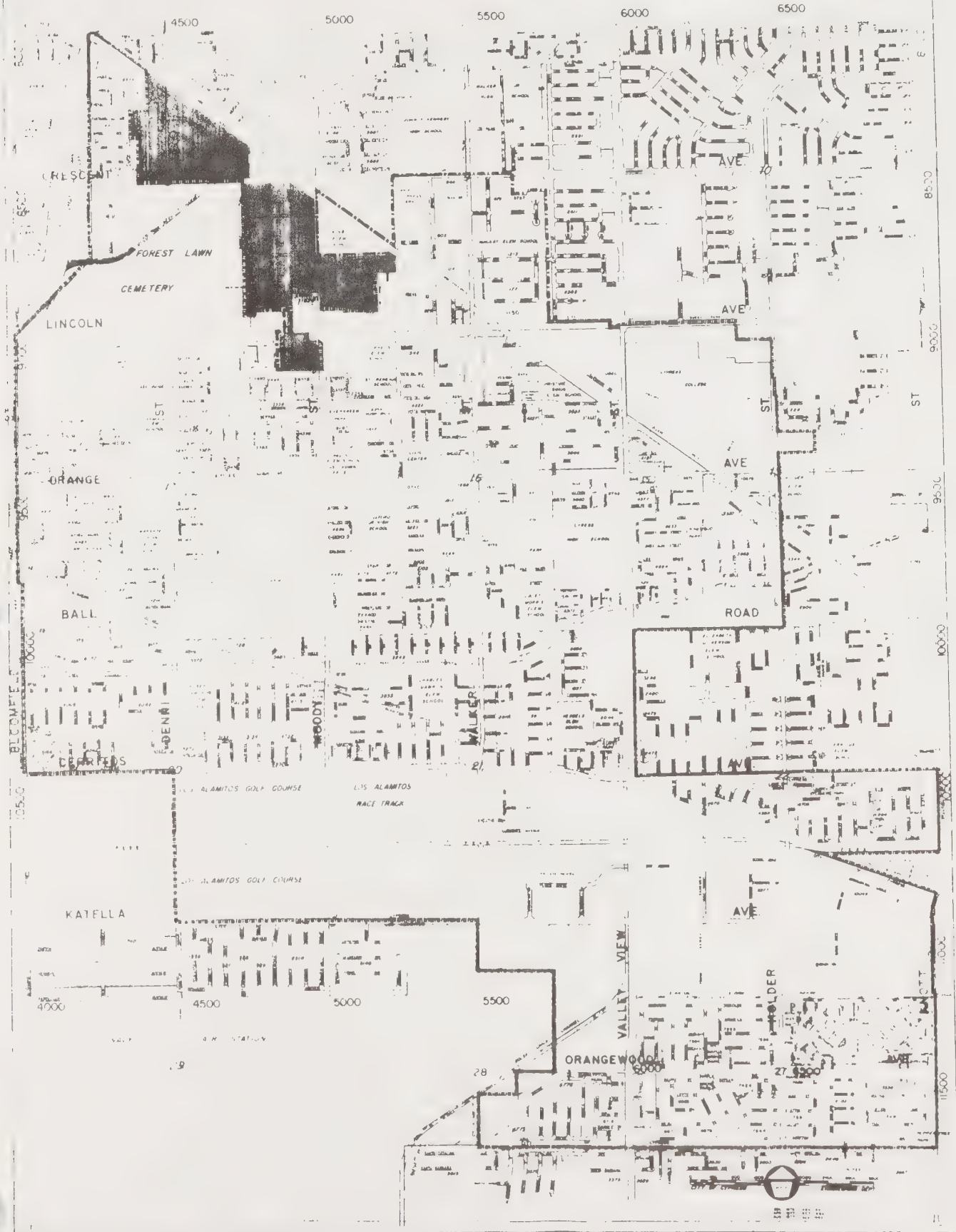






**CITY OF CYPRESS**  
COUNTY OF ORANGE, CALIFORNIA

**SPHERE OF INFLUENCE MAP**





M A K I N G      T H E      P L A N      W O R K





# GOALS, OBJECTIVES, IMPLEMENTATION POLICIES AND PROGRAMS

## GOALS

- . Encourage balanced land uses which meet basic needs including employment, housing, education, recreation, health and welfare.
- . Provide for the orderly growth and maintenance of a stable community.

## OBJECTIVES

- . Develop industrial and commercial uses in appropriate areas of the City to increase employment and tax revenue.
- . Improve the quality of existing commercial strips.
- . Protect existing residential neighborhoods.
- . Maintain the Community Civic Center as a viable government services, professional office and cultural center.
- . Protect and promote the character and value of existing and proposed land uses.

## IMPLEMENTATION POLICIES

- . Cluster future large scale industrial and commercial uses within the Cypress Business Park and Los Alamitos Race Track site.
- . Encourage revitalization of commercial retail and office uses in existing commercial strips.
- . Provide for programs which maintain the quality and value of the existing housing stock.
- . Encourage adequate open space in private developments and Citywide.
- . Discourage the intrusion of incompatible uses and densities into all land uses.
- . Establish land use patterns which protect noise sensitive uses from the flight pattern of the Los Alamitos Army Airfield.

## IMPLEMENTATION PROGRAMS

- . Require specific site plans for developments in the Cypress Business Park and City-wide (when appropriate) to insure high quality developments.
- . Maintain a realistic Capital Improvement Program. Seek grants, special funding and contributions to hasten the maintenance and development of all necessary public improvements.
- . Provide for the maintenance and rehabilitation of existing housing in all areas of the City through continued implementation of the housing rehabilitation program and through code enforcement.
- . Continue street tree replacement program.
- . Maintain implementation of Historical Landmark Tree Ordinance.
- . Continue Citywide code enforcement and vehicle abatement programs.
- . Continue collection of in-lieu fees for park maintenance and expansion. Establish additional greenbelts, bikeways and walking trails where possible.
- . Continue to assess adequacy of existing solid waste disposal system and provide for any necessary future improvements.
- . Prezone areas in the City's sphere of influence to assure compatibility of annexed areas with surrounding areas of the City.
- . Continue to prohibit residential development within the hazard footprint of the Los Alamitos Army Airfield.



## ZONING AND INTERNAL CONSISTENCY

Government Code Section 65860 states that:

"(a) County or city zoning ordinances shall be consistent with the general plan of the county or city by January 1, 1974. A zoning ordinance shall be consistent with a city or county general plan only if: (i) The city or county has officially adopted such a plan, and (ii) The various land uses authorized by the ordinance are compatible with the objectives, policies, general land uses, and programs specified in such a plan."

Accordingly, staff has carefully reviewed the City's Zoning Ordinance -- during the Land Use Element Update process -- to insure that the various land uses empowered therein are compatible with the Land Use Element.

Special attention has also been given to insuring that the Land Use Element is internally consistent with the goals and objectives of the other General Plan Elements, as required by Government Code Section 65300.5. The Land Use Element is one of nine elements required by State law. The other required elements are: Housing, Conservation, Open Space, Circulation, Noise, Scenic Highways, Safety and Seismic Safety. These elements will be reviewed to assure their compatibility with the Land Use Element.

## AMENDING THE PLAN

The Land Use Element provides a plan for the anticipated development of the City over the next 10-15 year period. However, the Plan must be flexible enough to respond to the needs and desires of the community as they change over time.

Accordingly, two courses of action will be pursued to enable the City to meet changing community needs: (a) The Land Use Element will be updated periodically as needed; and (b) The City has established a General Plan Amendment procedure which will provide a forum for incorporating community input into the General Plan.

1. Applicant makes initial contact with Planning Department.
2. Pre-application meeting held with applicant.



3. General Plan Amendment application filed with Planning Department.
4. Application reviewed by staff.
  - a. Environmental review and documentation.
  - b. Staff report and recommendation prepared.
5. Planning Agency holds public hearing to receive citizen input and approve or deny the application.





# **CIRCULATION ELEMENT**



# **CITY OF CYPRESS GENERAL PLAN**

PREPARED BY THE CITY OF CYPRESS AND POD, INCORPORATED 1986



CIRCULATION ELEMENT  
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CIRCULATION ELEMENT  
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## CHAPTER ONE INTRODUCTION

The Circulation Element of the General Plan is a comprehensive plan for vehicular and non-vehicular circulation and transportation within the City of Cypress and its Sphere of Influence. It identifies major circulation and transportation resources within and around Cypress, discusses related issues, and formulates a plan for meeting present and future needs. This element, then, is a general guide for the planning, development and enhancement of Cypress' vehicular and non-vehicular circulation and transportation resources.

### ROLE OF THE CIRCULATION SYSTEM

The circulation system represents one of the most important parts of an urban community by acting to define space within the community and by providing mobility between the home, workplace and various activity centers. The circulation system carries out three primary functions within cities such as Cypress. These functions are:

- Physical. The circulation system is one of the major determinants of physical land use patterns. Its location, design and constituent elements have major impacts on community appearance, air quality, and the location of commercial, industrial and residential land uses.
- Economic. A well planned circulation system is a vital ingredient in a healthy economic environment; it provides for the efficient transport of materials, products and employees. Additionally, recent tremendous increases in roadway material costs and fuel costs, coupled with the continued dominance of the automobile, have directly and indirectly increased the transportation costs to each resident of the City.
- Social. The circulation system is a primary factor in determining the dynamic pattern of human activities. It has a major impact on the locational choices of individuals and institutions, shapes the entire form of an urban area, and sets much of the tone for human life styles. For instance, inadequate public transportation can stifle a community by separating individuals from jobs, education opportunities and retail centers. Also, any city's image is formed mostly from impressions gained while one travels along its streets.



## AUTHORITY FOR THE ELEMENT

The circulation element is a required element of local general plans that documents policies and programs concerning the efficient management of the community's circulation network. As stated in Government Code Section 65302(b), State law requires:

"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

With the advance of transportation technology and the changing needs within California's communities, the emphasis today is on the development of a balanced, multi-modal transportation system. In this effort, the policies and plan proposals of the circulation element should:

- Coordinate the transportation and circulation system with planned land uses;
- Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- Make efficient use of existing transportation facilities; and,
- Protect environmental quality and promote the efficient and equitable use of economic and natural resources.

## OVERALL APPROACH TO THE ELEMENT

This element is essentially based on a multi-modal transportation system that looks to a lessening of dependency on the automobile in the future. The system is composed of three "backbone" networks, including:

1. A highway network, including freeways, expressways and surface streets.
2. A public transit network focusing primarily on bus routes.
3. A bikepath network.

The significance of the plans for the last two networks is that they have been designed with the explicit objective of providing an alternative to the use of the automobile for assorted destinations. This objective, coupled with various land use and implementation policies, is oriented primarily toward providing a more balanced transportation system.

The comprehensive networks of public transit and cycling trails also will serve local objectives of reducing negative impacts on air quality and of lessening contributions to noise pollution.

Discussion and analysis are concentrated primarily on the arterial highway and public transit networks, as the automobile will continue to provide the predominant mode of transportation.

## ORGANIZATION

The element is organized by first providing a description of the existing conditions of the City's circulation and transportation system, plus projections. The second area of concentration deals with local issues involved in the preservation and enhancement of current and future circulation resources. These issues are the major problems and opportunities faced by Cypress over the long-term in meeting its circulation and transportation needs. The next portion of this element, goals and objectives, responds to the issues by setting forth aims that the element and subsequent City programs should achieve. Following goals and objectives is the Circulation Plan, a set of maps, graphics and text aimed at describing the City's overall present and future circulation system. Finally, the implementation chapter proposes specific action programs for bringing the plan about.



## CHAPTER TWO EXISTING CONDITIONS AND PROJECTIONS

Although relatively young, Cypress is an almost completely urbanized community. Because of this, the City's basic circulation system - its arterial and collector streets - is fixed for the foreseeable future. No new area of development requires access, nor is there need for new arterial streets beyond the extension of some minor arterial streets. Therefore, the primary focus of this chapter is upon existing and future conditions, and the demand that will be placed upon the City's largely complete motorized and non-motorized transportation networks.

### REGIONAL ACCESS

Cypress Civic Center is located approximately 4-1/2 miles north of the confluence of the Garden Grove Freeway (SR22) and San Diego Freeway (I-405). City Hall is also approximately 2-1/2 miles south of the Artesia Freeway (SR91) and 2-3/4 miles east of the San Gabriel River Freeway (I-605). Access to the Santa Ana Freeway (I-5) is gained via either the Artesia Freeway or the Garden Grove Freeway. This close proximity to four of Orange County's major transportation corridors provides Cypress with excellent regional access. (See Exhibit 1.)

There are, however, no freeways within the Cypress planning area, and there are no new freeways currently planned in the Cypress vicinity. The only changes to the local freeway network currently proposed in the Regional Transportation Plan are those to widen the San Diego Freeway and the Garden Grove Freeway to 10 and 8 lanes respectively. Neither proposal has been funded, however.

### ARTERIAL STREET SYSTEM

The arterial street system for the City of Cypress is the transportation backbone of the City's internal and through traffic circulation network. The Cypress arterial street system is dominated by a traditional grid circulation pattern. The arterial streets divide most of the City into uniform one-half mile squares, the primary exceptions resulting from the Forest Lawn Cemetery and the Los Alamitos Racetrack. The City's arterial street system is intended to carry and distribute high volumes of city traffic. The system's role is to move vehicular traffic to and between residential areas, employment centers and commercial centers.

**Master Plan of Arterial Highways** - The arterial street system is composed of three classification levels of arterial streets:

- o Major and Primary arterials provide through access to large volumes of traffic between major activity uses.
- o Secondary Arterials provide direct access into residential areas, connecting them to the Major and Primary arterials.

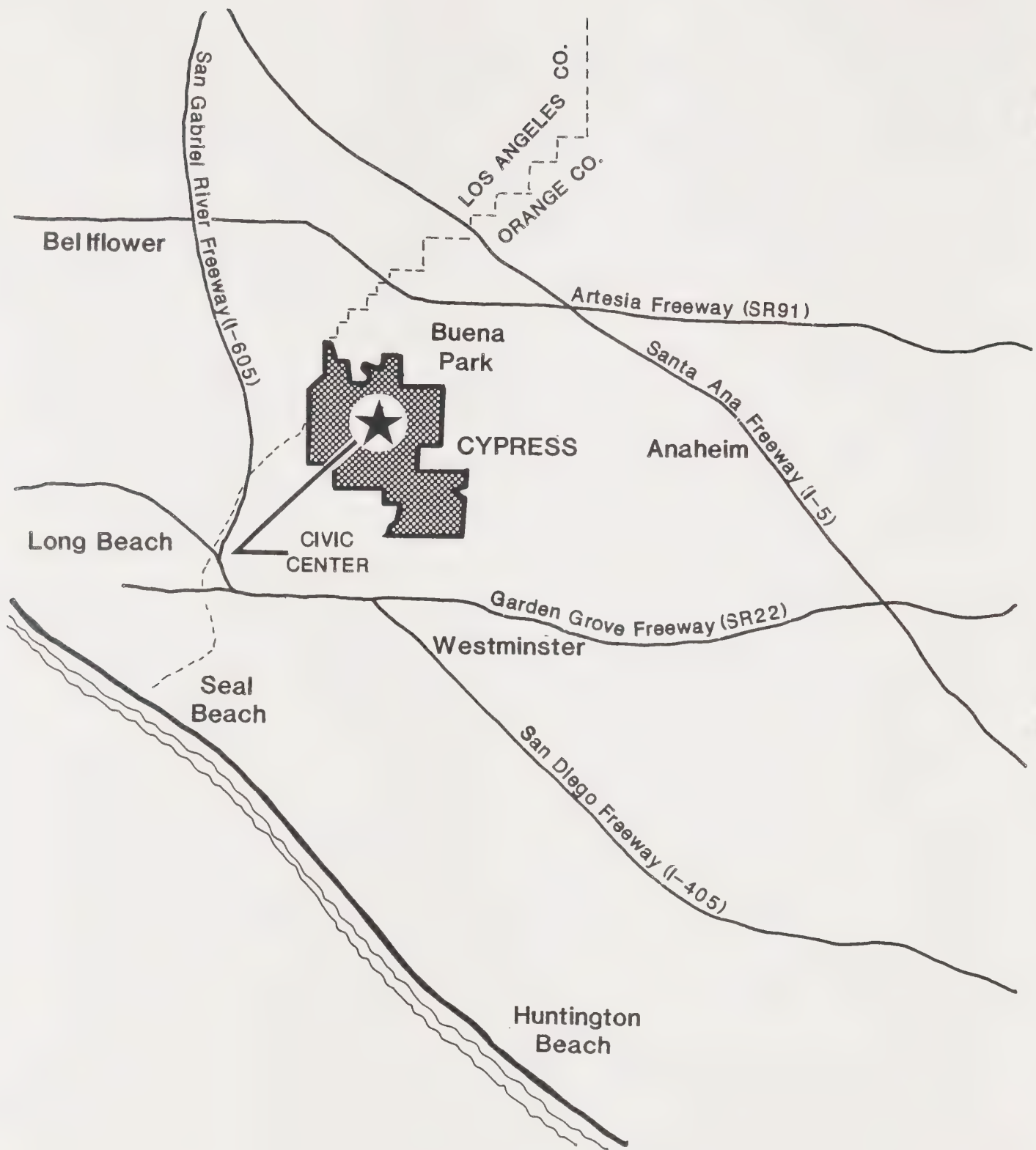


EXHIBIT 1

## REGIONAL LOCATION

CIRCULATION ELEMENT  
GENERAL PLAN  
CITY OF CYPRESS, CALIFORNIA

pod





The City of Cypress has adopted the County's Master Plan of Arterial Highways as its own arterial street system. The Master Plan identifies and designates the classifications of the City's existing and proposed arterial streets. The arterials, as depicted by Exhibit 2, are classified as Major, Primary and Secondary streets. These classifications also indicate the ultimate right-of-way width, number of travel lanes and the average daily traffic design capacity. (See Appendix I for specific classifications).

Valley View Street is the only north-south major arterial within the City. As such, it carries large numbers of motorists from the Garden Grove (SR-22) and Artesia (SR-91) Freeways to the commercial and business centers within the City of Cypress. It is supported in this role by Knott Street, a north-south primary arterial. The other north-south arterials are unable to provide full uninterrupted circulation due to the blocking effect of the Los Alamitos Armed Forces Reserve Center (AFRC) south of the City limits.

Cypress is serviced by two east-west Major arterials - Katella Avenue and Lincoln Avenue, and two Primary arterials - Ball Road and Cerritos Avenue. Because of the number of east-west arterials, daily traffic volumes are more evenly distributed than is traffic on the north-south arterials.

**Traffic Volumes** - In order to fulfill their roles, arterial streets must adequately meet the traffic demands placed upon them. To insure that the arterial system is adequate to service the future needs of the community, average daily traffic (ADT) volumes have been surveyed and projected for each arterial. The resulting traffic volumes for 1985 are shown on Exhibit 3. The future traffic volumes have been calculated for the arterial system utilizing the anticipated traffic and industrial development proposed in the Land Use Element and the County's 2010 projections for the Master Plan of Arterial Highways. Exhibit 3 also depicts anticipated future traffic volumes.

#### LOCAL STREETS: DESIGN AND PARKING

Local streets play a major role in the circulation system in that they provide the prime link between individual properties and the arterial streets. Also, there are usually more miles of local streets within a city than any other type of street. Due to this fact, the design of local streets has a considerable impact on the City's cost of street maintenance and a developer's initial improvement costs. Since most local streets are in residential neighborhoods, it is desirable that through traffic be prohibited as much as possible to ensure maximum pedestrian safety, reduce noise, and maintain the character of each neighborhood.





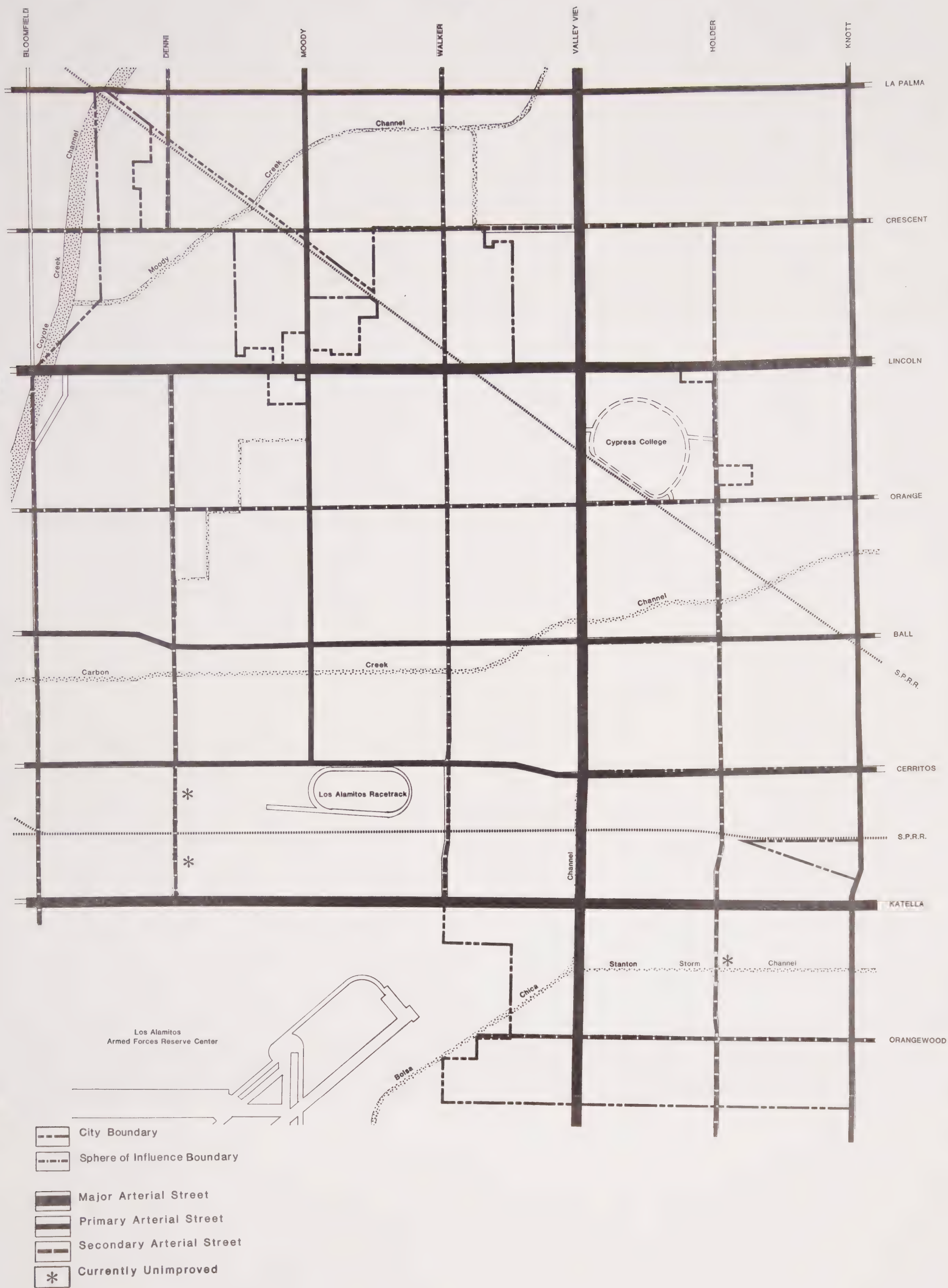


EXHIBIT 2  
 ARTERIAL STREET SYSTEM  
 CIRCULATION ELEMENT  
 GENERAL PLAN  
 CITY OF CYPRESS, CALIFORNIA



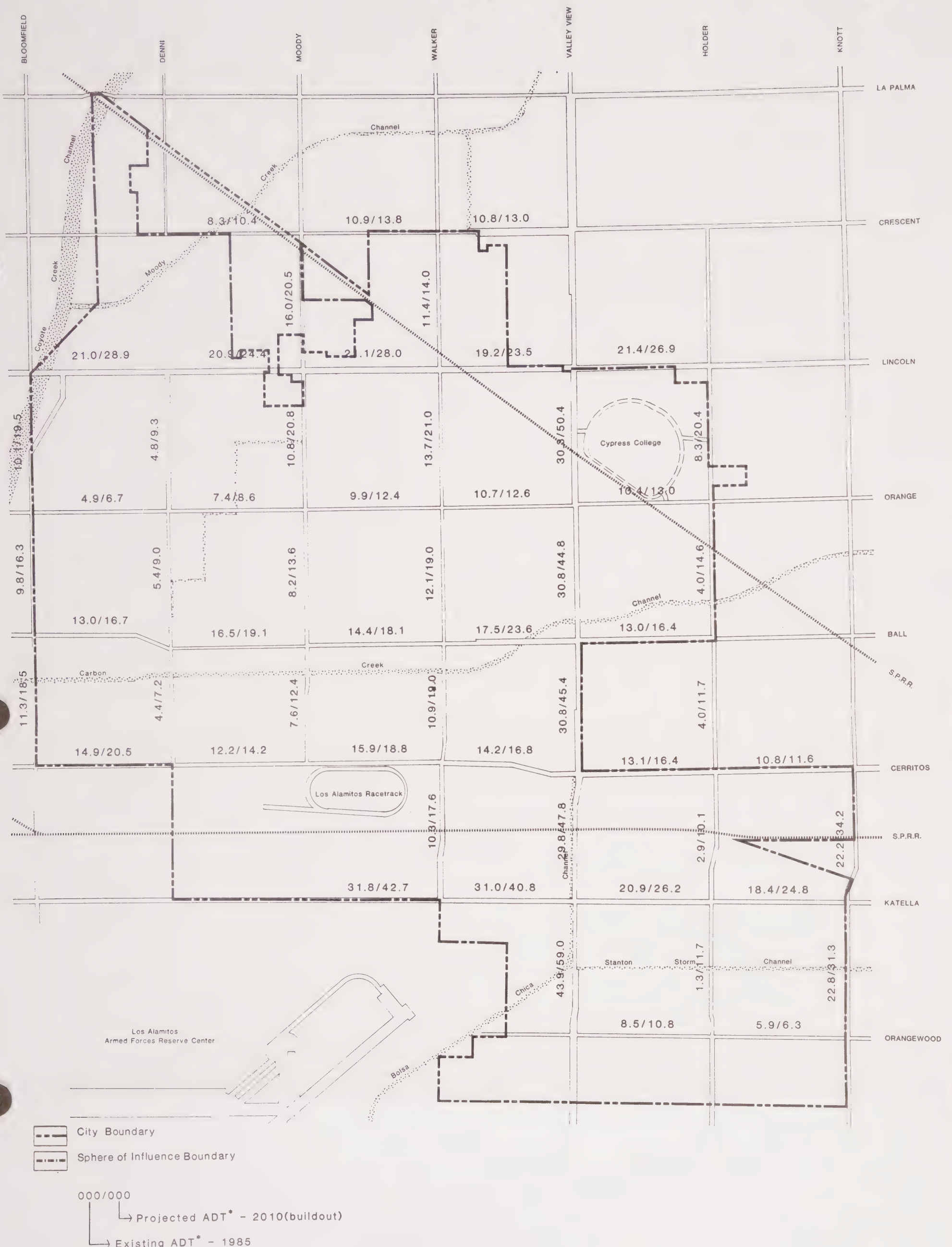
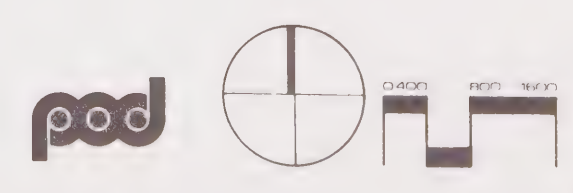


EXHIBIT 3  
 TRAFFIC VOLUMES  
 CIRCULATION ELEMENT  
 GENERAL PLAN  
 CITY OF CYPRESS, CALIFORNIA







One option available to the City for substantially reducing public maintenance costs is the utilization of private streets where feasible. Normally, since private streets carry much less traffic than public streets, they can be constructed to design standards requiring less paving.

Where a development proposes streets with no through traffic and the traffic volume to be generated is very light, private streets could benefit both the City and the developer without penalizing future residents. However, it is essential that the City requires adequate legal documentation to assure continued proper maintenance by the residents.

Adequate off-street parking is a concern throughout all areas of the City. The specific parking standards enforced on the City's local streets is described in the Cypress Zoning Ordinance.

### BICYCLE PATH SYSTEM

Bicycle paths are also a significant transportation resource that should be integrated fully into the City's circulation system.

Overall, Cypress has nearly 33 miles of existing paths and over one mile of proposed new paths. Of these, 21.5 miles are on-street paths, 13.6 miles of which are marked, and 7.9 miles of which are simply signed paths. Off-street paths account for the remaining 11.4 miles. These bike paths serve as a prime non-automobile linkage between various schools, park sites, other public facilities, and jobs. (See Exhibit 4)

While the automobile is foreseen to remain as the primary means of individual transportation, non-motorized means of transportation are gaining in acceptability and importance. For instance, bicycles and walking are increasingly viable alternative means of transportation given the still high cost of fuel. For those between the ages of 5 and 16, walking or bicycling are the only practical methods of individual mobility.

### BUS SYSTEM

Traditionally, the traveling public prefers the flexibility and convenience of the automobile. However, in the future public attitudes may change as energy prices and increased street congestion become ever more pressing issues.

Presently, the City of Cypress is serviced by the Orange County Transit District (OCTD). These transportation services include local bus service and Neighborhood Dial-A-Ride. OCTD provides bus service to major destinations within the planning area. The majority of local bus routes serving the City of Cypress run in an east/west direction. The exception is Route 25, which travels north and south along Knott Street, as shown in Exhibit 5. This route only serves the southern portion of the City. Some of the local transit destinations include Orange, Long Beach, Cerritos, Seal Beach and Huntington Beach.



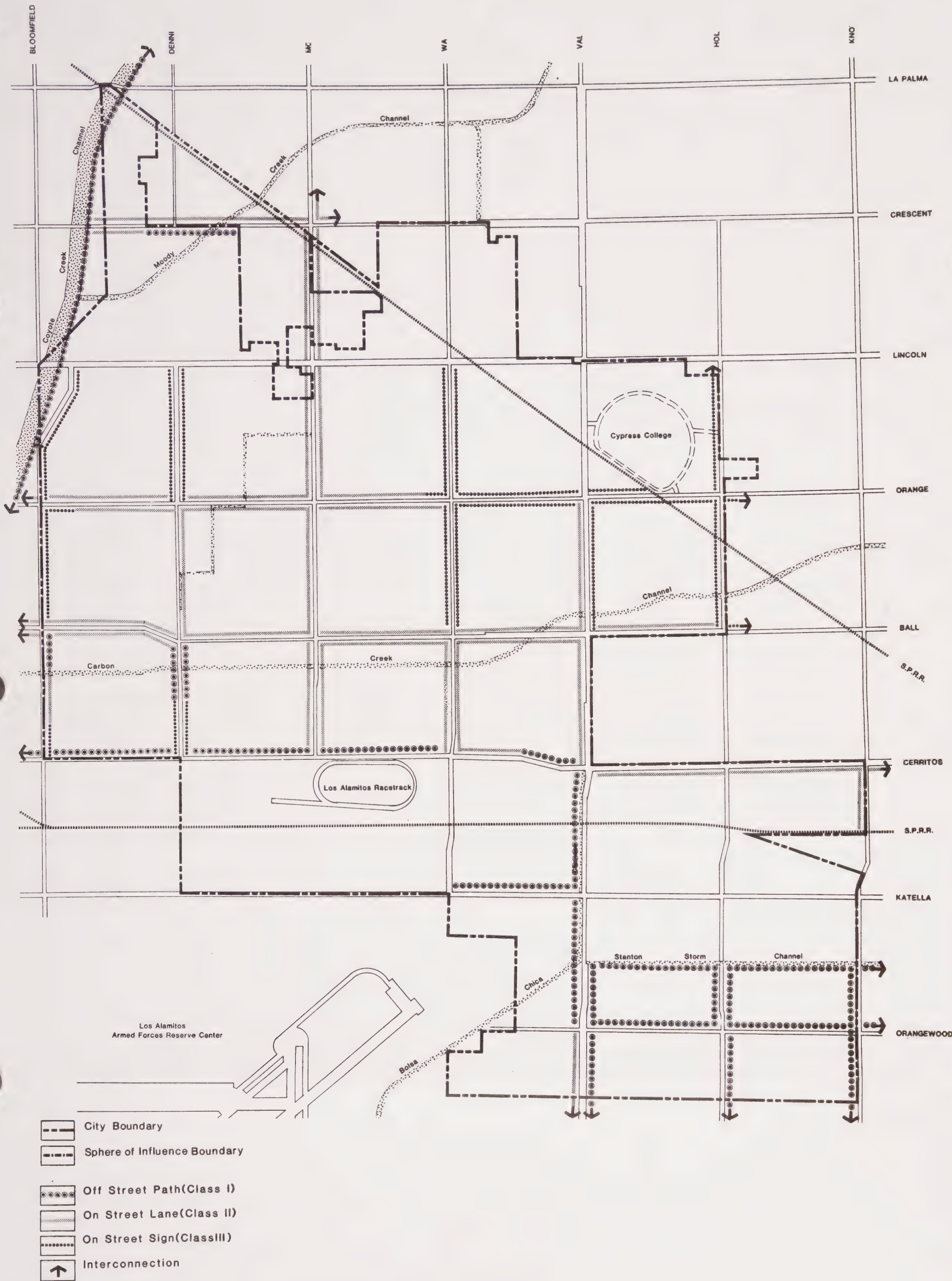
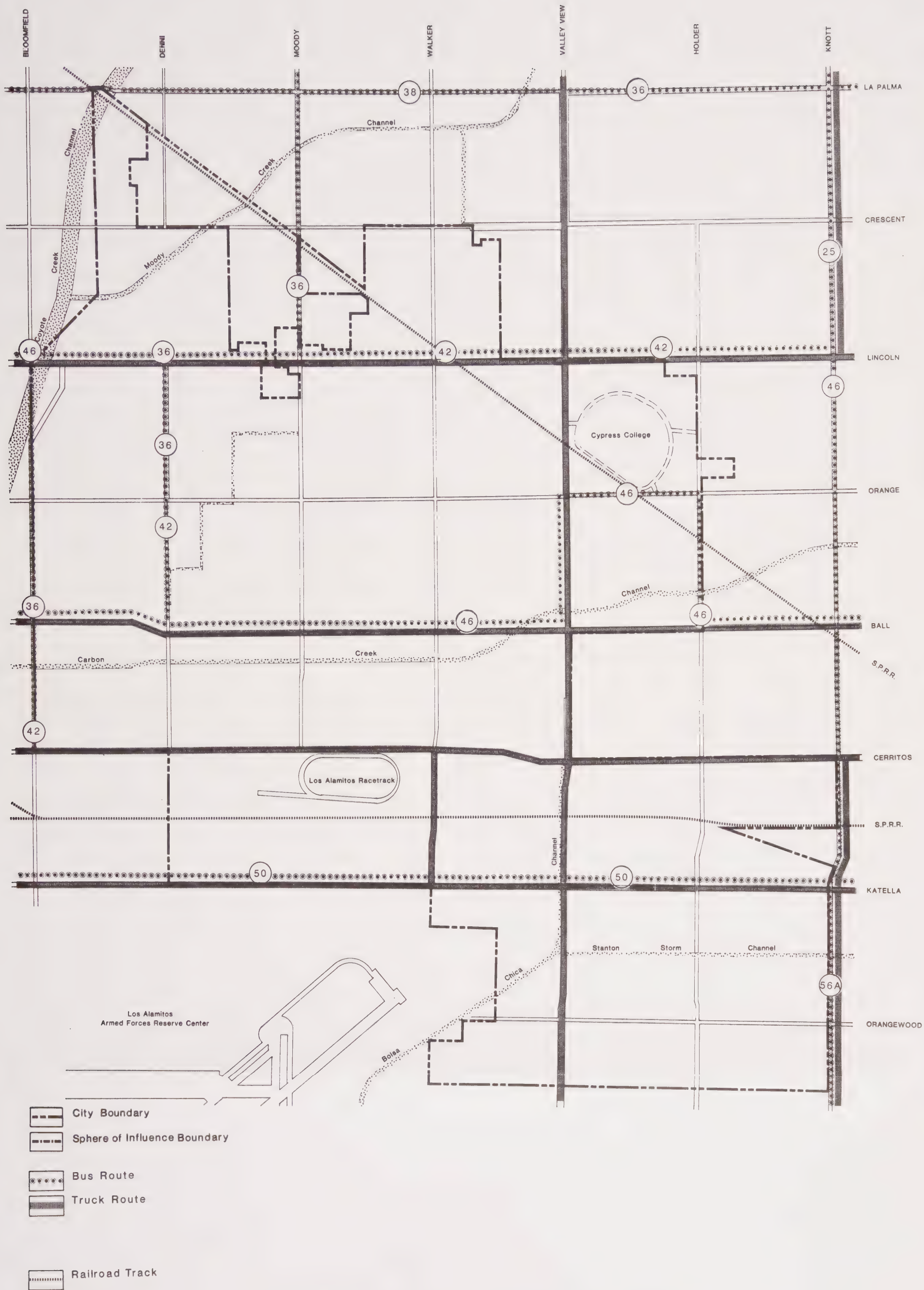


EXHIBIT 4  
 EXISTING BICYCLE PATHS  
 CIRCULATION ELEMENT  
 GENERAL PLAN  
 CITY OF CYPRESS, CALIFORNIA







**EXHIBIT 5**  
**BUS, TRUCK & RAILROAD ROUTES**  
**CIRCULATION ELEMENT**  
**GENERAL PLAN**  
**CITY OF CYPRESS, CALIFORNIA**



Bus service to Los Angeles is available via two Rapid Transit District (RTD) express routes and four RTD local routes. The closest express route is RTD Route 459 departing from Huntington Center, Garden Grove and Los Alamitos. The nearest local RTD route is Route 460 from Disneyland, Fullerton and Buena Park.

### RAIL TRANSPORTATION

There are two Southern Pacific rail lines within the City of Cypress. The Los Alamitos Branch railway is located north of Katella Avenue running in an east/west direction. The other existing railway is the West Santa Ana Branch railway and travels in a northwest/southeast diagonal manner through the northern portion of the city. This line passes by Cypress College.

Both of these railways are used exclusively for freight transport, between the hours of 10 AM and 10 PM. At the present time each railway branch has only one established route, which translates into two trips a day per railway.

As for passenger rail transportation, the Amtrak access locations nearest Cypress for AMTRAK are the Anaheim Station located 6 miles east and the Fullerton Station located 7 miles northeast.

### LOS ALAMITOS ARMED FORCES RESERVE CENTER

While Los Alamitos AFRC does not directly supply air transportation to the residents of Cypress (nor is it even within the City limits with the exception of a small portion of the golf course), it does play a significant overall transportation role for the civilian population. This is because Los Alamitos AFRC has been designated in most emergency response plans as a major evacuation point in case of major emergencies in the region. At present, though, the base averages 108,000 operations per year, which includes helicopters, jet trainers and large transport airplane landings and takeoffs.





### CHAPTER THREE ISSUES AND ANALYSIS

No two communities are precisely alike, and so the General Plan for each community must address issues as they occur in the context of each community. From these issues spring the goals and objectives of the plan, the plan itself, and the actions necessary to implement the plan. The following is a brief discussion of the major circulation and transportation issues facing Cypress today and in the future.

Because Cypress is almost fully urbanized, and will be fully developed in the near future, the following issues focus on the developed circulation and transportation system within Cypress. The overriding concern is how to best use and maintain the circulation infrastructure already in place, and how best to close missing links as they occur to meet the needs of those who live and work in the community.

#### ISSUE: Regional Access

**ANALYSIS:** As was noted in the previous chapter, Cypress enjoys good regional access via the freeways in close proximity to the north, west, and south. Access to these freeways is primarily via arterial streets such as Katella Avenue, Valley View Street, Lincoln Avenue, and Knott Street. These arterial streets, especially Katella Avenue and Valley View Street, are rapidly approaching their capacity to carry traffic without undue congestion. As employment increases in the Business Park, congestion is anticipated that may in turn diminish the ease of freeway access. This is anticipated to be especially noticeable on Valley View and Knott Streets because of their direct connection to the Garden Grove and San Diego Freeways.

#### ISSUE: Arterial Street System

**ANALYSIS:** As shown on Exhibit 3 and Exhibit 6 the future traffic volumes generated by the buildout of proposed land uses within the City may create deficiencies in the street system. These deficiencies would occur at the intersections of the most heavily travelled streets, at points where additional construction improvements are needed, and along critical stretches of these highly travelled arterials. The most critical issues facing the City's arterial street system include the following:

**Valley View/Katella:** Valley View Street is the only north-south Major arterial serving the full length of the City. It carries an especially high number of vehicles between the City's Business Park, and the Garden Grove Freeway (SR-22) to the south. Likewise, Katella Avenue is the only east-west Major arterial serving the busy employment center in the south end of the City. Employment traffic volume projections indicate that Valley View at Katella will carry approximately 60,000 vehicles daily. This amount will exceed Level of Service (LOS) E, exceeding the street's designed capacity and causing serious traffic back-ups from the Valley View/Katella intersection at peak hours.





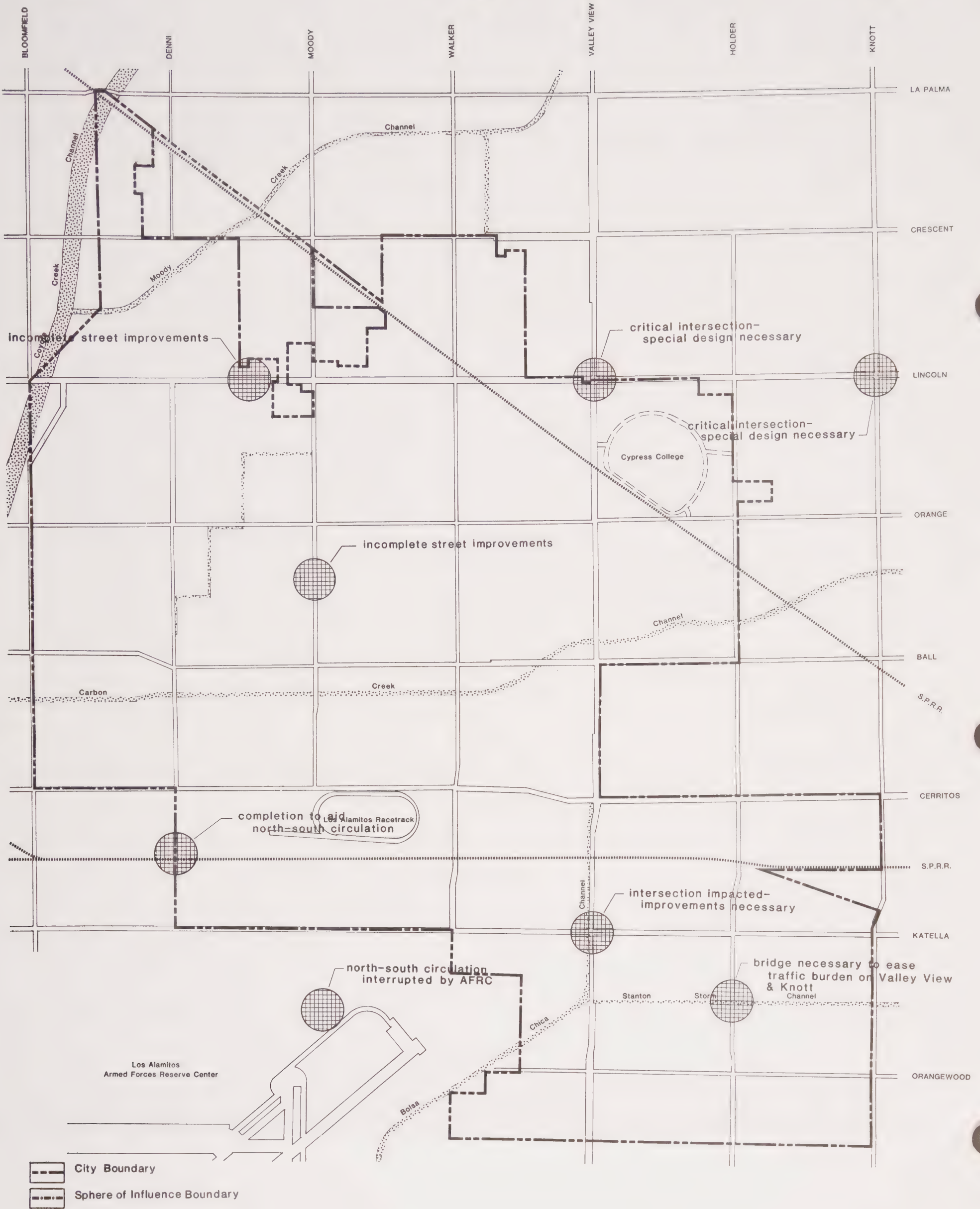


EXHIBIT 6  
TRAFFIC ISSUES  
CIRCULATION ELEMENT  
GENERAL PLAN  
CITY OF CYPRESS, CALIFORNIA



Assuming that the currently vacant or underutilized land in the City will develop in a manner consistent with the Land Use Element, the City will need to address this service problem at Valley View and Katella in order to provide safe and efficient circulation for the City's residents and workforce. Options available include diversion of traffic to other arterials, the widening of Valley View beyond its current six-lane design or special improvements such as construction of a grade separated intersection, or lane restriping. Distribution of traffic from Valley View to other north-south arterials may prove infeasible since Knott Street is the only other north-south arterial connected to the freeway system, and any substantial increase in its projected traffic volumes would generate LOS of E, thereby exceeding capacity. The construction options are the most potentially feasible, but require cooperative financing with other agencies, formation of Assessment Districts, or appropriate contributors (exactions) from benefitted landowners or developers.

**Holder:** Holder Street is not currently serving at its Secondary arterial capacity; this is primarily due to the lack of a crossing at the Stanton Storm Channel. The Master Plan of Arterial Highways designates Holder as a Secondary arterial on the assumption that a bridge will be constructed, thereby providing through circulation in the future.

The projected traffic volumes shown in Exhibit 3 were distributed with the assumption that the Holder Street bridge will be constructed. The failure to actually build the bridge across the storm channel will seriously affect both Valley View and Knott Streets. Without Holder providing through access, approximately 4,000 to 5,000 ADT will be added to both Valley View and Knott, adversely impacting the operations of both those streets, which will already be beyond their designed capacities.

**Critical Intersections:** The projected increase in traffic volumes will place an increasing burden on many arterial intersections within the City. This burden will be most critical at the intersections of major arterials, since they carry the highest levels of traffic. As already discussed, the Valley View/Katella intersection will be extremely critical since significant traffic volumes are expected. Special design and construction solutions probably will be necessary.

In addition to the Valley View/Katella intersection, three other potentially critical intersections exist: Valley View/Lincoln, Knott/Katella and Knott/Lincoln in Anaheim. While these intersections will not carry nearly the projected traffic volumes of Valley View/Katella, they will carry the next highest traffic loads in the City and its immediate environs. The burdens on these intersections are expected to be most noticeable during the peak hours of 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. Back-up conditions, particularly in turning lanes, may be created. Special design treatments, including right-turn only lanes, dual left-turn lanes, or sequential signalization may be necessary to alleviate these conditions. The development and implementation of a Traffic System Management (TSM) Study (e.g.



carpooling, staggered work hours) may also mitigate the impact on these intersections.

#### ISSUE: Bicycle Path System

ANALYSIS: The bicycle path system has a number of circulation functions. Not only is biking the major means of local transportation for children under sixteen, but more people are considering biking for commuting to and from the workplace.

Generally, the bicycle path system within the City of Cypress is adequate. There are, however, a few areas in the City where bike paths do not yet extend. These areas, as proposed in Chapter 5, should be completed so that the City's bicycle path system is all-inclusive of schools, community civic centers, service areas, parks, employment centers and regional bike paths.

#### ISSUE: Bus System

ANALYSIS: As shown in Exhibit 5 (page 11), the majority of local bus routes flow in an east/west direction, with the exception of the major north/south bound route along Knott Street (Route 25). Until 1982, OCTD provided a north/south route along Valley View Street that was discontinued because of low ridership; thus the north/south bus service may become inadequate as future demands increase.

Another area in which the City may have additional needs in the future is the Business Park located along Katella. The increase in employment in this area may demonstrate a need for new bus routes, increased levels of bus service, or an express bus route for commuters. As employment increases along Katella Avenue, demand for a bus line running north-south along Valley View Street will increase because the primary bulk of employee access to the new employment center will be along Valley View Street. Re-establishment of a north-south route on Valley View may also help reduce vehicular congestion in the immediate vicinity of Katella and Valley View. Regional access for Cypress residents, especially the young and the elderly who are most dependent on bus service, also would be increased by the re-establishment of the Valley View bus route.

Adequate bus access to and from senior citizen projects is of prime concern. In this case, the senior citizen center at the Cypress School site is close to the east-west Lincoln Avenue line. Future projects also should be located in close proximity to existing bus lines.

ISSUE: Los Alamitos Armed Forces Reserve Center

ANALYSIS: In the strictest sense, Los Alamitos AFRC is not a major regional transportation facility because it does not directly service the City's civilian population, and is limited exclusively to military aircraft operations. The facility does serve as a major emergency evacuation point for the region, and as such should be regarded as a significant element in the City's overall transportation and circulation system.

In regards to other issues that surround flight operations in and out of the airport, the Noise Element treats noise related impacts, while the Land Use Element addresses issues related to building heights and land uses under the approach pattern.





## CHAPTER FOUR GOAL AND OBJECTIVES

### INTRODUCTION

This chapter and the following two chapters comprise the Circulation Plan. The following goal and its supporting objectives are the general policies used to guide the development of the Circulation Plan contained in Chapter Five and the implementation programs outlined in Chapter Six. The Objectives are a further definition of the goal, or a detailing of what is meant by the goal. As such, the objectives serve as guides by which to measure goal achievement and tailor specific programs. The Goal and Objectives are a direct outgrowth of the issues discussed in Chapter Three.

The general policies outlined below cannot stand alone. Rather, they must be applied and implemented pursuant to the plans and implementation programs contained in the following chapters, and in conjunction with the other elements of the General Plan.

### GOAL

THE GOAL OF THIS CIRCULATION ELEMENT IS TO ENSURE THE DEVELOPMENT OF A CIRCULATION SYSTEM THAT PROVIDES A SAFE, EFFICIENT, ECONOMICAL AND AESTHETICALLY PLEASING MEANS OF TRANSPORTATION TO CYPRESS' RESIDENTS, THE BUSINESS COMMUNITY AND VISITORS.

The Objectives of this element are:

1. Maintain adequate access to State highways and freeways serving the Cypress planning area including the San Gabriel Freeway on the west, the Santa Ana Freeway on the north and the San Diego and Garden Grove Freeways to the south. Beach Boulevard is a State highway and is a significant thoroughfare providing access to surrounding areas.
2. Pursue completion and maintenance of bicycle trail system as an integral part of the City's circulation system.
3. Encourage the development of aesthetic streetscapes to promote a positive City image and provide visual relief.
4. Encourage a pedestrian circulation system that promotes walking as a viable mode of transportation.
5. Continue to work closely with the Los Alamitos Armed Forces Reserve Center in maintaining its role as a major emergency evacuation center.
6. Direct and concentrate through traffic to Major and Primary arterial streets rather than using Local and Secondary arterial streets for such travel.

7. Give high priority to the establishment of a public transit system that minimizes dependency on the automobile, and serves areas of concentrated employment, schools, parks, shopping areas and residential districts.
8. Design street widths and traffic patterns to reflect surrounding land uses and their traffic demands.
9. Maintain consistency of the arterial street system with the Orange County Master Plan for Arterial Highways.

## CHAPTER FIVE CIRCULATION PLAN PROPOSALS

### INTRODUCTION

This chapter contains the plan proposals of the Circulation Element of the Cypress General Plan. The previous chapters introduced this element, reviewed existing conditions, and set forth major planning issues related to these subject areas. Chapter 4 stated the goal and objectives of this element in response to identified issues. The proposals that follow consist of several maps (Exhibits 7, 8 and 9) and descriptions that respond to the goal and objectives.

### ARTERIAL NETWORK

Exhibit 7 shows the proposed arterial roadway network for Cypress. Consistent with the Orange County Master Plan of Arterial Highways, the City's planned arterial network is largely complete with only two extensions being required. Other arterial network improvements involve work within existing rights-of-way, intersection redesign, and overall improvements in system management. Cypress's arterial highway network is divided into three categories of roadway: Major arterials, Primary arterials, and Secondary arterials:

#### MAJOR ARTERIALS

Major arterial streets, the City's main intra-urban and inter-urban links, are intended to provide for the movement of large volumes of traffic between major traffic generating land uses, and between cities. Often, primary arterials will provide direct access to freeways, as is the case with all Major arterials in Cypress. Major arterials should be designed to carry four to six lanes of traffic at relatively high speeds. On-street parking along the Major arterials shall be prohibited or reduced to maximize traffic flow. Curb-cuts, driveways and other intersections shall be limited wherever possible.

Three streets are designated as Major arterials: Valley View Street, Katella Avenue and Lincoln Avenue. Valley View Street is the only north-south Major arterial, thereby providing the primary north-south link for most of the City. Katella Avenue serves as the major east-west link for the southern portion of Cypress, and Lincoln acts in the same role for the northern portion. These streets are designated as six-lane, divided roadways in a 120 foot right-of-way (See Appendix I).

#### PRIMARY ARTERIALS

Primary arterial streets provide for the movement of traffic to and from neighborhoods, and between major arterials. These streets serve a similar function as major arterials in that they are intended to carry large volumes of traffic, usually on short, intra-urban trips. These streets commonly do not link with freeways. On-street parking along these streets is commonly limited, as are curb cuts. To the maximum extent feasible, residential units should not take direct access off of primary arterials, and fronting





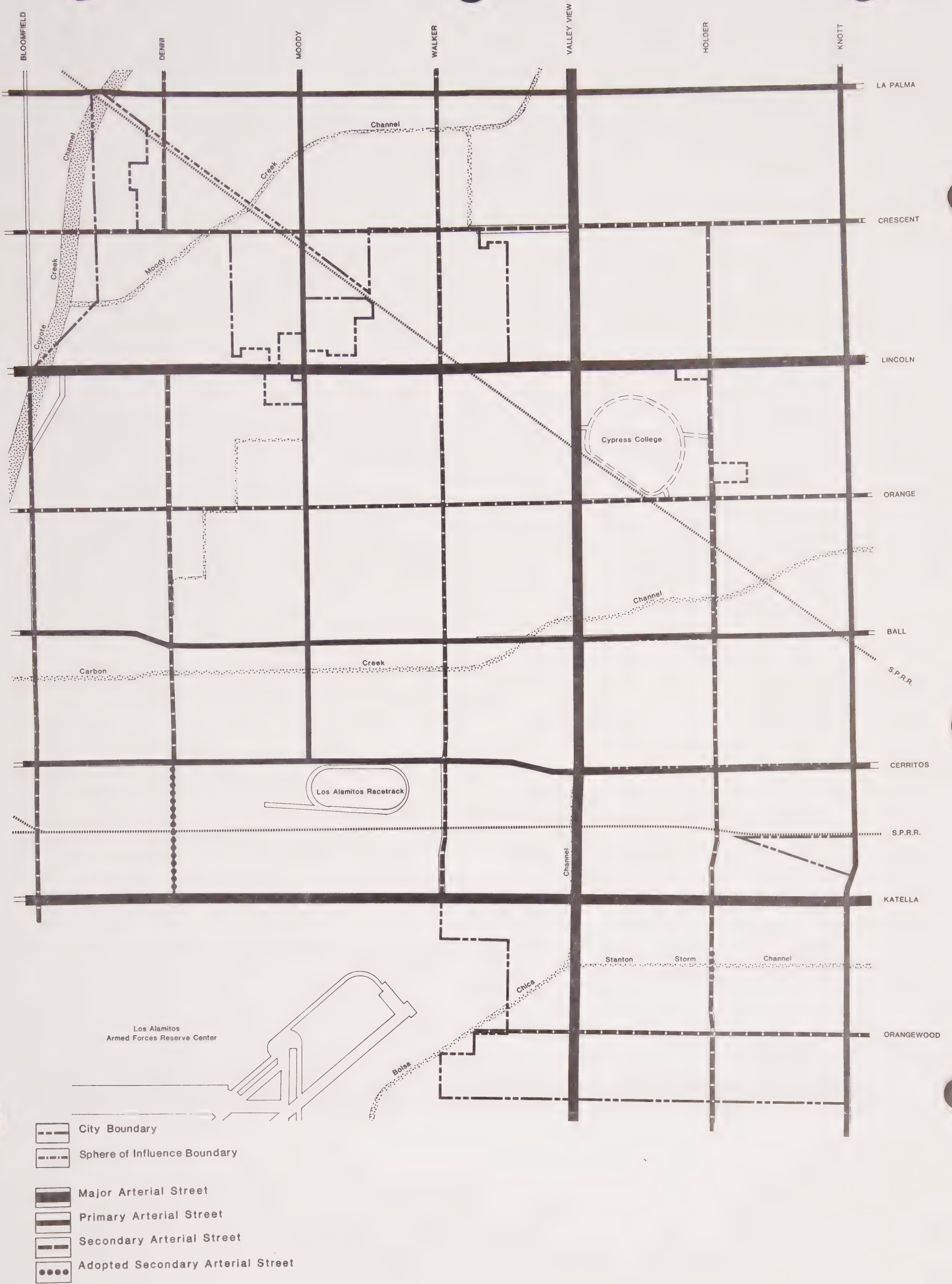


EXHIBIT 7  
 ARTERIAL NETWORK PLAN  
 CIRCULATION ELEMENT  
 GENERAL PLAN  
 CITY OF CYPRESS, CALIFORNIA





businesses should share driveways. Businesses along primary arterials should be neighborhood serving, rather than the community serving businesses currently found along major arterial streets.

Four roadways have been designated as Primary arterials along their entire lengths in Cypress: North-South serving streets are Moody, Knott; east-west serving streets are Ball and Cerritos. No extensions or new Primary arterials are proposed in this element. These streets shall be four-lane divided roadways in a one hundred foot right-of-way (See Appendix 1.).

## SECONDARY ARTERIALS

Secondary arterials serve primarily to conduct traffic from local streets to either primary or secondary arterials. As such, these streets generally serve relatively small areas such as residential neighborhoods or local employment areas. Secondary arterials also function as intra-city trip corridors. Curb-cuts are more numerous along Secondary arterials, although they should be minimized. On-street parking should be permitted where appropriate; however, traffic needs such as turn lanes should take priority. Residential units should not take direct access from these streets where possible.

Seven streets are designated as Secondary Arterials:

- Bloomfield south of Coyote Creek Channel,
- Denni through its entire length,
- Walker through its entire length,
- Holder south of Lincoln to Ball, and Cerritos to the southern city limits,
- Crescent through its entire length,
- Orange through its entire length,
- Orangewood east of Valley View.

Two extensions of the Secondary arterial network are proposed. Denni Street should be extended along the western edge of the Los Alamitos Golf Course from Cerritos south to Katella as part of any proposed new development on the golf course site. Such an extension will serve to conduct traffic from any future development on the golf course away from Cerritos and directly onto Katella. Secondly, the extension of Denni could serve to relieve potential future congestion on Valley View or Walker north of Katella by providing alternative access to Katella in the western portion of the City.

Likewise, Exhibit 7 shows Holder as being extended over the Stanton Storm Channel to link Katella with Orangewood. Such an extension will serve to relieve congestion along Katella by providing a through north-south link in the southeastern portion of the City. The completion of Holder could serve to reduce traffic along Katella, Valley View and Knott by a total of up to 8,000 to 10,000 trips per day.

Denni Street, north of Crescent Avenue, is now shown as Secondary arterial. It is the City's policy to delete this street as a Secondary arterial at such time that it is deleted from the Master Plan of Arterial Highways (MPAH).

## LOCAL STREETS AND PARKING

Local streets and parking policies are not shown on any plan map. Local street standards and parking policies are, however, contained in Chapter Six. In general, local streets shall serve to link neighborhoods to collector and arterial streets, and should be planned to reduce street mileage while providing adequate service in accordance with the zoning and subdivision ordinances.

## BIKE PATH SYSTEM

The bicycle is experiencing more functional and recreational usage today than at any other time in recent history. While bicycles as a means of transportation have many positive benefits, such as decreased air pollution and increased personal physical fitness, there also are several adverse conditions related to traffic conflicts. These conflicts commonly arise because automobiles and bicycles normally use the same travelway. Since the two means of transportation often come into conflict, it is essential that bicycles and automobiles be physically separated on arterial streets whenever possible.

It is a general policy of this plan that bicycle trails link all schools, park facilities, major civic uses and employment centers. Exhibit 8 shows how the existing network can be extended to link all facilities. Also shown are the points at which the Cypress system links with other bicycle route systems. Bicycle trails should not be formally established on local streets (e.g. painted lanes with no parking). Rather, trails should take advantage of arterial streets and flood control channels as appropriate. Where a facility such as a park or school can only be accessed by a local street, such as Vessels Elementary School or Pinewood Park, directional signs for bicyclists can be posted on Local streets to show the way.

The bicycle trail system also has been designed to provide maximum linkage with the trail systems of other cities, and to the regional trail along Coyote Creek Channel. One new linkage to the Coyote Creek Channel is proposed at Lincoln to augment those provided at Katella, Cerritos, Ball and Orange.

The planned bicycle system is composed of three bicycle path classifications:

- o Class I bicycle paths are separated rights-of-way designated for the exclusive use of bicycles. Examples of this type of bicycle path in Cypress are the paths along Stanton Storm Channel, and along parts of Valley View Street.
- o Class II bicycle paths are restricted rights-of-way within the street itself and are designated for the exclusive or semi-exclusive use of bicycles. Examples are the bike lanes along most arterial streets.



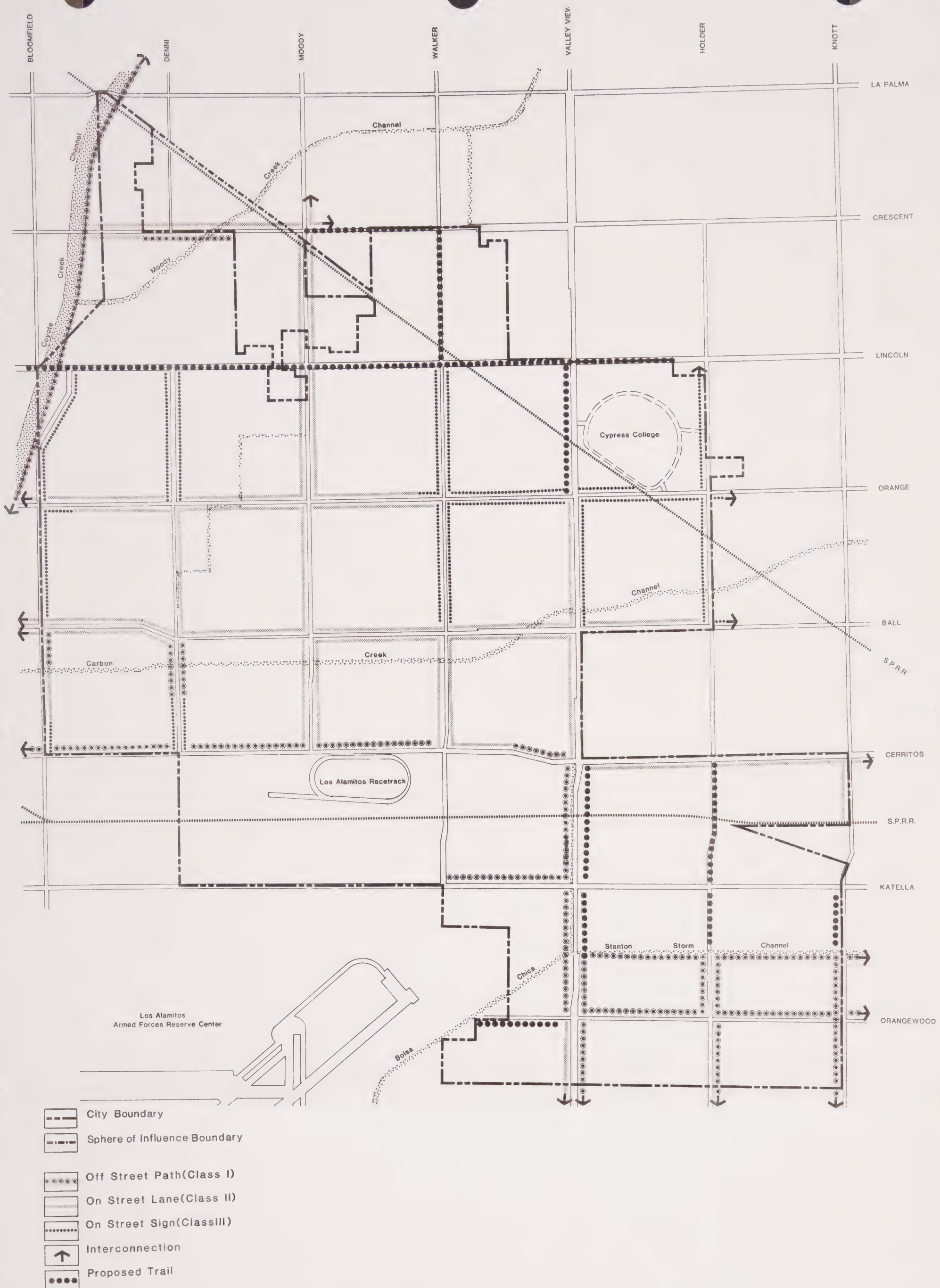


EXHIBIT 8  
 BICYCLE PATH PLAN  
 CIRCULATION ELEMENT  
 GENERAL PLAN  
 CITY OF CYPRESS, CALIFORNIA



- o Class III bicycle paths are in rights-of-way shared with automobiles and designated as such only by signs or stenciled pavement markings.

The Circulation Element is consistent with the Orange County Master Plan of Countywide Bikeways (MPCB). The MPCB shows regional east-west bike paths along La Palma, Ball and the Stanton Storm Channel, and north-south paths along Valley View and Knott north of Ball. Coyote Creek Channel is also a regional path for the County of Los Angeles. The Bicycle Path Plan (Exhibit 8) indicates bike paths along the same streets as the above referenced regional trails. In addition, arrows on Exhibit 8 indicate interconnections with trails of other cities and the regional trail system.

The designations on Exhibit 8 are intended as minimum standards, not as absolutes that cannot be exceeded. Proposals to build bike paths to a higher standard than indicated will be considered as being consistent with the Circulation Element of the General Plan.

### BUS TRANSPORTATION

Exhibit 9 shows designated bus routes currently serving, or proposed to serve Cypress. These routes are to be considered major transportation facilities, and therefore, as major elements of the City's overall traffic management network. In order to complete this network, re-establishment of a route along Valley View Street between Lincoln and the Garden Grove Freeway has been proposed herein. Stops should be scheduled at the Park-N-Ride facility at Lampson and Valley View in Garden Grove. Use of this facility as a satellite parking facility, for employment centers along Katella would help reduce traffic congestion at Katella and Valley View.

### TRUCK ROUTES

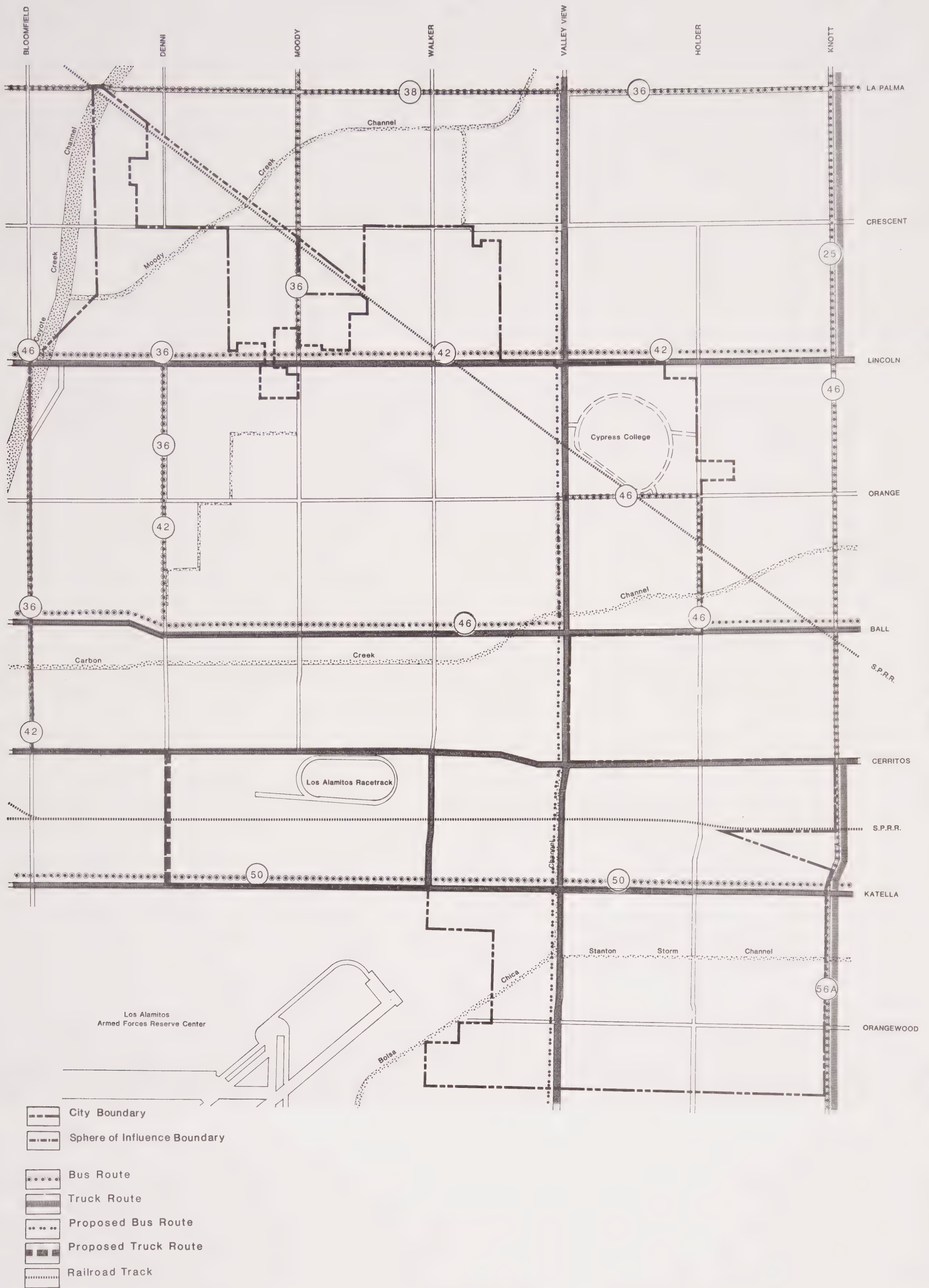
One of the primary goals of a Circulation Element is to provide for the safe and efficient movement of traffic and goods. To assist in the achievement of this goal, truck routes are designated on Exhibit 9. These truck routes provide adequate, safe access to industrial and commercial uses by the types of heavy commercial trucks necessary to service these uses. Industrial uses requires truck access for the delivery of raw materials or unfinished parts, the shifting of inventories and the delivery of finished products to the market place. Commercial uses require the delivery of sales goods to market and the transferring of commercial inventories. Additionally, truck routes are necessary to protect land uses and people adversely affected by truck traffic (i.e., residential uses and occupants, schools, churches, hospital and recreational uses). Heavy truck traffic volumes can negatively effect these uses by the sheer size of the trucks themselves. Generally, large trucks are not considered compatible to residential neighborhoods.

### RAIL TRANSPORTATION

The Southern Pacific railroad lines that pass through Cypress are shown on Exhibit 7 as major transportation facilities. No expansion or extensions of railroad services is proposed by this element, but it could be appropriate to consider sidings along the east-west line as appropriate to directly service local businesses. Such sidings would only service the properties







**EXHIBIT 9**  
**BUS, TRUCK & RAILROAD ROUTES PLAN**  
**CIRCULATION ELEMENT**  
**GENERAL PLAN**  
**CITY OF CYPRESS, CALIFORNIA**



north of Katella Avenue, and their establishment would require close cooperation between the railroad, the City, and affected property owners.

LOS ALAMITOS ARMED FORCES RESERVE CENTER

While not within the Cypress planning area, Los Alamitos AFRC is a major military and emergency evacuation facility that affects Cypress directly. Therefore, the facility has been shown on Exhibit 7 as a major transportation related element.





## CHAPTER SIX IMPLEMENTATION: MAKING THE PLAN WORK

### INTRODUCTION

This chapter contains recommendations for the continuing implementation of the plan proposals discussed in Chapter Five. The following proposals are a suggested course of action, with some recommendations being specific, and others broad brush in nature. The specific actions mentioned below also are not intended to limit the City of Cypress; rather, they are recommended tools. Other tools may become available in the future that can be used to further develop and improve the Cypress circulation system. Such tools should be used as well as those mentioned below if they are effective in meeting the goals, objectives and plan proposals of this element.

LOCAL STREETS - In general, Local streets should be designed to serve their immediate neighborhood and not encourage through traffic.

- o Local streets should be designed to adequately serve and enhance the character of the neighborhood for which they provide access. School buses and heavy trucks should be excluded from these streets.
- o Private local roads should be encouraged, especially in cases where a homeowners association or similar entity exists or could be formed.
  - Private roads shall only serve a local function.
  - A back-up assessment district or similar entity should be established that will finance the maintenance of local streets if the residents are unable to through their respective cooperative efforts.
  - Minimum design standards for structured design, safe vehicle passage, drainage and emergency vehicle access, in all cases should be met.
- o The City should ensure that street trees and landscaping in parkways, medians and parking lots are accomplished in such a manner as to provide an improved visual appearance along public streets.
- o The negative aspects of roadways such as dust, fumes, noise, lights and sterile appearing surfaces should be mitigated through such means as:
  - Buffering by well landscaped and architecturally varied walls in residential areas.
  - Landscaped medians and parkways, especially in commercial and industrial areas.



PARKING - In general, adequate off-street parking should be provided pursuant to the Cypress Municipal Code.

- o On-street parking should not be allowed along any Major or Primary arterial street except where no other alternative exists, and motorist safety or roadway capacity is not impaired.
- o Off-street parking sites shall be designed to preclude the need for on-street parking and to eliminate the safety problems associated with on-street parking.
- o In commercial areas, shared facilities should be encouraged at all times, using such tools as reciprocal driveway and parking easements.
- o All parking areas shall be well landscaped, buffered from adjacent sidewalks, and massive unbroken stretches of paving shall be avoided through design and building layout.

### BICYCLE PATHS

In general, the City shall adopt plans and programs for the development of bicycle path networks within the City to provide for adequate opportunities for non-motorized modes of transportation.

1. Adequate design standards for bicycle trails should be established including the following:

- o Grade

- Maximum grade of bikeways (short distance) -- 6 percent
- Maximum grade of bikeways (long distance) -- 3 percent.
- Resting places -- level.

- o Traffic Direction

Two-way traffic facilities should be provided for Class I bikeways only. Trail systems on roads should be in the same direction as other vehicular traffic.

- o Width

	<u>Minimum</u>
Bikeway one-way	5'
Bikeway two-way	8'
Bicycle lane one-way only	5'

- o Surface

- Concrete or asphalt

o Safety

- Priority for separation of bicycle and other vehicular traffic.
- Adequate signing.
- Use of striping as a minimum separation of bicycle and automobile traffic.
- Continue bicycle safety education programs.

o Accessibility

- Provision for easy access to and from points of destination and/or interest.
- Bikeways should lead to focal points in the community.

o Trail Attraction and Aesthetics

- Location of trail system along routes of visual and functional interest.
- Design of facilities adjacent to trail should be compatible.
- Trails should be physically attractive in terms of comfort, rideability and safety.

2. Where a situation is not covered by the above criteria and standards, or by current City Standards, the City should utilize the bikeway design criteria established by the State Department of Transportation.
3. The City should continue to enforce provisions of its Subdivision Ordinance requiring the dedication of land for bicycle trails.

LOS ALAMITOS AFRC - Continue to work closely with the Los Alamitos AFRC, the Orange County Airport Land Use Commission, and other responsible agencies, and the public at large. Permanent lines of communication should be established between all parties to resolve land use, noise and circulation issues.

BUS SYSTEM - The following recommendations regard providing continued quality bus transportation services within Cypress.

1. The City should continue liaison efforts with OCTD, Cal Trans and other public and commercial transportation agencies.
2. City Staff should, in cooperation with OCTD and Southern California Rapid Transit District where necessary, develop specific design and locational standards for public transit stops, including but not limited to, signage, turn-outs, shelters and benches.
3. The City may consider adopting an ordinance pursuant to Section 66475.2 of the California Government Code requiring the dedication of land within subdivisions for transit facilities, such as bus turnouts and shelters, where such facilities have been designated.

4. Alternative bus routes for those areas of the community presently not serviced should be developed in relationship to the results of OCTD's annual survey of ridership and in cooperation with OCTD.
5. The City shall, in conjunction with OCTD, assure that senior citizen housing and senior activity areas are in close proximity to bus transportation routes.

SPECIAL TREATMENT INTERSECTIONS - The intersections at Valley View and Katella, Valley View and Lincoln, and Knott and Katella should be designated for special treatment due to the high traffic volumes presently occurring or expected to occur in the future. Such special treatment could include, but not be limited to, double left turn lanes, free right turn lanes, loop roads around major intersections, and other physical improvements that will serve to reduce traffic congestion at these critical intersections. (See Exhibit 10.)

BENEFIT ASSESSMENT DISTRICTS - Benefit assessment districts should be considered to help finance street improvements and street extensions recommended by this element. In the vicinity of Katella Avenue, where new employment is generating significant new traffic impacts, an assessment district should be feasible given the mix of users and property owners. Funds from the assessment district can be used to finance street improvements, intersection improvements, and to extend Holder Street across the Stanton Storm Channel. In all cases, direct benefits can be shown as is required in establishing each district.

DEVELOPER CONTRIBUTIONS/EXACTIONS - Developers are commonly responsible for improving internal street frontages adjacent to the property they are developing. When, and if, a specific plan for industrial or other development is filed for the Los Alamitos property, the City should require that Denni Street be improved to full secondary arterial standards in cooperation with the City of Los Alamitos.

Consideration should be given to the implementation of mechanisms whereby the City may require dedication of land or rights of land (such as easements) and payment of fees by developers to defray part or all of the cost of providing street improvements, particularly in areas such as the Business Park where development of this property is anticipated to increase traffic burdens on streets and intersections such as Katella Avenue/Valley View Street.

With respect to major infrastructure improvements, landowners and developers within the Cypress Business Park area will benefit by planning for the availability of major improvements, and should contribute to the financing of such improvements.

TRANSPORTATION SYSTEM MANAGEMENT PLAN (TSM) - A TSM for the Katella Avenue/Valley View Street area is currently being prepared. The overall purpose of this plan is to develop an integrated traffic management program. The plan should be implemented as if it were part of this element.



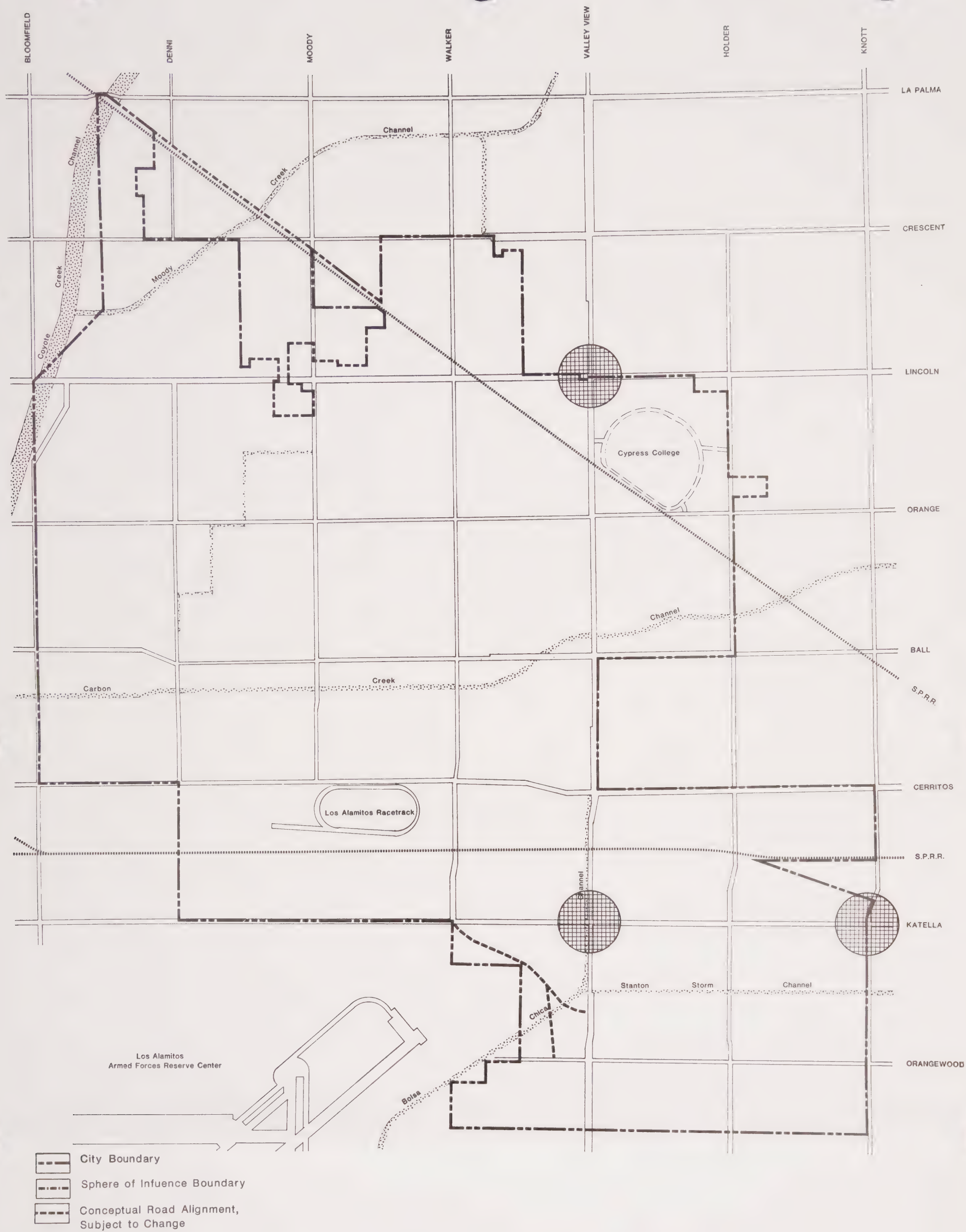


EXHIBIT 10  
 SPECIAL TREATMENT INTERSECTION MAP  
 CIRCULATION ELEMENT  
**GENERAL PLAN**  
 CITY OF CYPRESS, CALIFORNIA





APPENDIX I  
ARTERIAL HIGHWAYS  
NORTH-SOUTH STREETS

<u>STREET NAME</u>	<u>CLASSIFICATION</u>	<u>R/W<sup>1</sup></u>	<u>C-C<sup>2</sup></u>
Bloomfield Avenue	Secondary	84'	64'
Denni Street	Secondary	84'	64'
Moody Street	Primary	100'	84'
Walker Street	Secondary	84'	64'
Valley View Street	Major	120'	104'
Holder Street	Secondary	84'	64'
Knott Street	Primary	100'	84'
Orangewood Avenue	Secondary	84'	64'
Katella Avenue	Major	120'	104'
Cerritos Avenue	Primary	100'	84'
Ball Road	Primary	100'	84'
Orange Avenue	Secondary	84'	64'
Lincoln Avenue	Major	120'	104'
Crescent Avenue	Secondary	84'	64'
La Palma	Primary	100'	84'

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<sup>1</sup> Ultimate right-of-way width

<sup>2</sup> Curb-to-curb width





# **OPEN SPACE, CONSERVATION, AND RECREATION ELEMENT**



## **CITY OF CYPRESS GENERAL PLAN**

PREPARED BY THE CITY OF CYPRESS AND POD, INCORPORATED 1986



# OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

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## CHAPTER ONE

### INTRODUCTION

This Open Space, Conservation and Recreation Element of the General Plan is a comprehensive plan for open land and recreational programs within the City of Cypress and its sphere of influence. This element of the Cypress General Plan identifies major open space and recreational resources within and around Cypress, related issues, and a plan for meeting present and future needs. This element, then, is a general guide for the planning, development and preservation of Cypress' park, open space, and recreational programs and resources.

#### AUTHORITY FOR THE ELEMENT

In California, the law requires each city to adopt a general plan documenting its policies and programs concerning the future of its community. Of the seven mandated general plan elements, there are two elements that focus specifically on the protection of the aesthetic and environmental character of the community--the open space and conservation elements. In addition, the law permits cities to adopt a recreation element. This document combines all three of these elements.

**CONSERVATION ELEMENT** - As described in the State General Plan Guidelines, the Conservation Element should promote the protection, maintenance, and use of the state's natural resources, with special recognition of their ecological value and benefit to the people of the community.

The Conservation element also may cover:

- 1) The reclamation of land and waters.
- 2) Flood control.
- 3) Prevention and control of the pollution of streams and other waters.
- 4) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- 5) Prevention, control, and correction of the erosion of soils, beaches and shores.
- 6) Protection of watersheds.
- 7) The location, quantity and quality of the rock, sand and gravel resources.

**OPEN SPACE ELEMENT** - The Open Space Element, which is required by Government Code Section 65560, deals with the protection and management of natural resources. This element deals with the preservation of natural resources including, but not limited to: 1) areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; 2) areas required for ecologic and other scientific study purposes; 3) rivers, streams, bays and estuaries; and, 4) coastal resources. Also categorized as open space are natural resources used for the managed production of



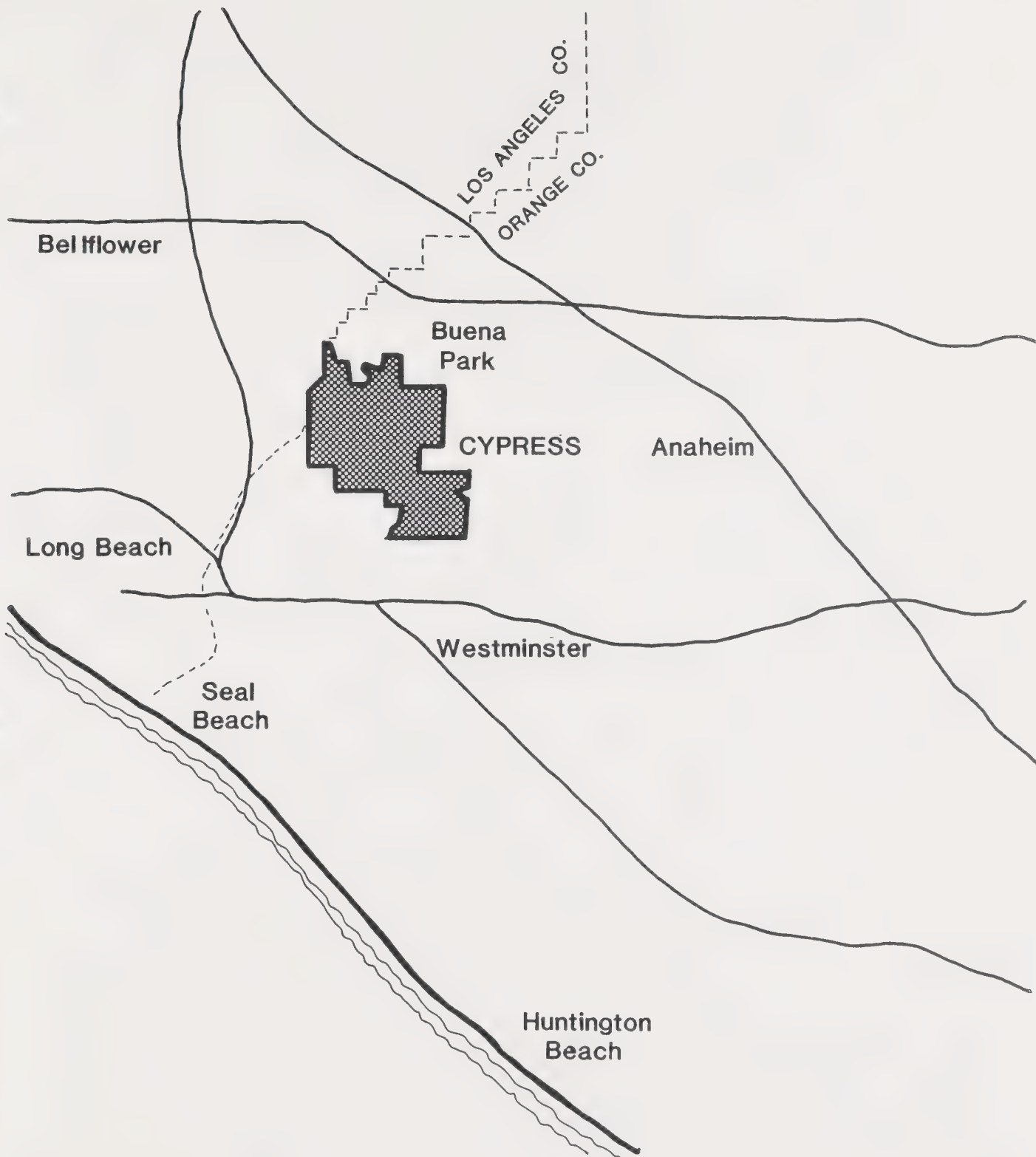
resources, which may include forest lands, rangeland, agricultural lands and areas of economic importance for the production of food and fiber. Additional valuable open space resource areas are areas that require special management or regulation because of hazardous or special conditions. These include earthquake fault zones, unstable soil areas, areas presenting high fire risks, and areas required for the protection and enhancement of air quality. Open space for outdoor recreation including areas of outstanding scenic, historical and cultural value also should be addressed.

**RECREATION ELEMENT** - Another element that serves to preserve land for open space and recreational uses is the Recreation Element. While this element is not mandated for inclusion in a city's General Plan, it is required to take advantage of the Quimby Act park dedication process (Government Code Section 66477 et. seq.). The purpose of the Recreation Element is to detail a comprehensive system of natural areas and public sites appropriate for recreation opportunities that serve the community.

As the City of Cypress is located in the intensely urbanized northern Orange County (See Exhibit 1) and is almost completely urbanized itself, the natural resources designated for preservation and management in the Open Space, Conservation and Recreation Element are recreational in nature. Due to the overlapping concerns and issues of the three elements discussed, they have been combined as the City of Cypress Open Space, Conservation and Recreation Element (as authorized by Government Code Section 65302). Through the policies and proposals of this element the City of Cypress will assure the continuing evolution of a well balanced community in which commercial, industrial and residential developments are complemented by adequate areas of open space, recreation and leisure facilities. The planning and preservation of these open space and recreational amenities are essential and integral to achieving an overall excellent quality of life for the citizens of Cypress.

## ORGANIZATION

The element is organized by first providing a detailed description of the existing conditions of the City's open space and recreational resources, including parks, bike trails, private facilities and regional recreational opportunities. The second area of concentration deals with local issues involved in the preservation and enhancement of current and future open space and leisure time resources. These issues are the problems and opportunities faced by Cypress over the long-term in meeting its open space, conservation and recreational needs. The next portion of this element, goals and objectives, responds to the issues by setting forth the aims that the element and subsequent city programs should achieve. The next portion is the Open Space, Conservation and Recreation Plan - a set of maps, graphics and text aimed at describing the City's overall open space system. Finally, the implementation chapter proposes specific action programs for bringing the plan about.



## REGIONAL LOCATION

### EXHIBIT 1

OPEN SPACE, CONSERVATION & RECREATION ELEMENT  
GENERAL PLAN  
CITY OF CYPRESS, CALIFORNIA





## CHAPTER TWO PARKS/OPEN SPACE EXISTING CONDITIONS

As Cypress is an almost completely urbanized community, land designated for recreation, open space and conservation purposes is primarily public parkland and school sites. For the purposes of this element, parkland is defined to include any public or private land set aside for aesthetic, educational, recreational, or cultural uses. Exhibit 2 (see page 5) is a map of existing open space, recreational and parkland facilities in Cypress. Table 1 is a tabular summary of existing park and open space acreage in Cypress.

The park system structure within the City of Cypress is organized into three basic categories - community parks, neighborhood parks and mini-parks.

### COMMUNITY PARKS

This type of park serves many neighborhoods within a drive-in radius of 1 to 1-1/2 miles. Typically, community parks are over ten acres in size, with the ideal size being between twenty and thirty acres. The role of the community park is to provide active and passive recreational opportunities for large groups of people. Field sports, individual and group picnicking, play areas and community centers are commonly found at these large parks. Community parks are intensely used on an almost around-the-clock basis.

The City of Cypress has two community parks, namely Arnold/Cypress Park (13.64 acres) and Oak Knoll Park (20.97 acres). Arnold/Cypress Park contains sports fields and multi-use courts as opportunities for active recreation. Oak Knoll Park contains an 18,000 sq. ft. Community Center along with field sport facilities, multi-use courts and lighted sand volleyball courts.

Table 2 summarizes facilities available at these two community parks. Total community park acreage within Cypress amounts to 34.61 acres or 0.75 acres per thousand population within the total planning area, and 0.82 acres per thousand population within the city's corporate limits.

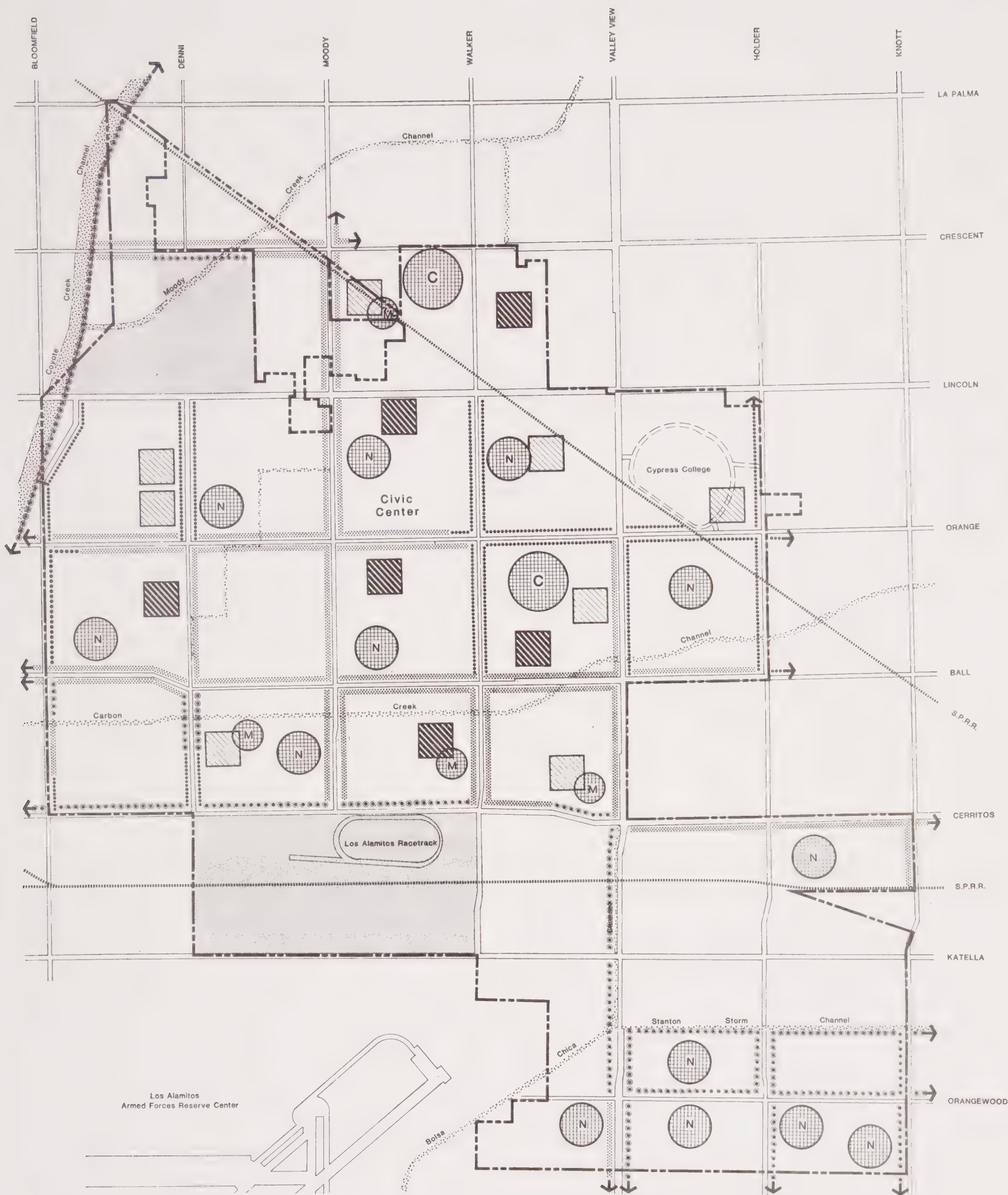
### NEIGHBORHOOD PARKS

Neighborhood parks generally serve a single neighborhood within a relatively easy walking distance of 1/2 mile. Serving a population of between 2,500 and 5,000, these parks are typically 3 to 5 acres in size, although they may range up to 12 acres in size in some exceptional cases. It is not uncommon for neighborhood parks to be located adjacent to elementary schools serving the same neighborhood. This allows the city-owned park to be smaller while serving the same population due to the opportunities for joint use of the school's recreational facilities.

An additional park resource also falling into the category of neighborhood park is the 5.75 acre Nature Park located in the City's flood retention basin. This site contains picnic facilities and environmental education program opportunities.







#### PARKS

- C Community
- N Neighborhood
- M Mini

#### BICYCLE TRAILS

- On Street Signs
- On Street Lane
- Off Street Path
- Interconnection

#### SCHOOLS

- Closed
- Open

#### OTHER

- Private Open Space/Recreation
- Flood Control Facilities

## EXHIBIT 2 EXISTING CONDITIONS OPEN SPACE, CONSERVATION & RECREATION ELEMENT GENERAL PLAN CITY OF CYPRESS, CALIFORNIA





TABLE 1  
SUMMARY OF PUBLIC OPEN SPACE RECREATION  
FACILITIES IN CYPRESS

	<u>Number of Facilities</u>	<u>Acreage</u>	<u>Acreage per Thousand Planning</u>	
			<u>Area</u>	<u>City</u>
Community Parks	2	34.61	0.75	0.82
Neighborhood Parks	13	38.15	0.83	0.91
Mini-Parks	5	2.43	0.05	0.06
Anaheim Union High Schools	3	51.52	1.12	1.22
Cypress Elementary Schools	10	66.56	1.45	1.58
Civic Center	1	9.56	0.21	0.23
Bike Paths		74.30	1.62	1.76
TOTAL	34	277.13	6.04	6.57

TABLE 2  
COMMUNITY PARK RESOURCES

<u>Name</u>	<u>Size</u>	<u>Facilities</u>
Arnold/Cypress Park	13.64 Acres	Multi-purpose room with kitchen (75+ people) 1 lighted softball field 2 standard softball fields (unlighted) Picnic pavilion (150+ people) Wading Pool Lighted multi-use court Horseshoe pit 2 youth snack bars Volleyball courts 2 restroom facilities Park maintenance yard Parking lot Tot lot area
Oak Knoll Park	20.97 Acres	18,000 sq. ft. Community Center 1 regulation baseball/football field (lighted) 1 lighted softball field/football field Lighted sand volleyball court 3 picnic shelters Multi-use court 2 minor baseball fields (unlighted) 2 tot lot areas Exercise course Snack bar Restrooms
Total	34.61 Acres	



Cypress has thirteen neighborhood parks totaling 38.15 acres (including the nature park). This equates to approximately 0.83 acres of neighborhood parkland per thousand people within the planning area, and 0.90 acres per thousand people within the city limits. (See Table 3.)

The facilities typically found in these localized parks include tot lots, picnic facilities and multi-use courts. (Table 3 contains an inventory of neighborhood park facilities.) These parks range in size from Baroldi/Sycamore's 1.20 acres to the Nature Park's 5.75 acres. Neighborhood parks also contain specialized services, such as the Nature Park's environmental resources and Cedar Glen's Boy's Club building.

### MINI-PARKS

Mini-parks, or vestpocket parks, are generally small, passive recreation parks of less than one acre. In cities such as Cypress, these parks are located near schools to provide small children or parents a place to sit and play. These parks also can be found in residential developments as small play areas or picnic facilities. Mini-parks are also quite common in downtown areas as resting places, as places to eat lunch, or as a green spot to simply sit and relax. There are five mini-parks in Cypress; all of which are adjacent to school sites and named for their school. The parks range in size from 0.25 to 0.64 acre. (See Table 4.) The mini-parks are owned by the school district, while the parks and recreation district owns and maintains the equipment. These small parks are usually open to the public at all times.

### BICYCLE PATHS

Bike paths are also a significant recreation resource that should be integrated into the city's overall recreation and open space opportunities. Overall, Cypress has nearly 33 miles of existing paths, and over one mile of proposed new paths. Of these, 21.5 miles are on-street paths, 13.6 miles of which are marked, and 7.9 miles of which are simply signed paths. Off-street paths account for the remaining 11.4 miles. These bike paths serve as a prime non-automobile linkage between various schools, park sites and other public facilities within the community.

### SCHOOLS

While not parks in the strictest sense of the word, schools do provide significant open space and recreational opportunities within virtually every urban community. The focus of daily life for elementary and high school students, schools possess open space and recreational facilities available to children and adults either on an organized basis or on an informal "drop-in" basis.



TABLE 3  
NEIGHBORHOOD PARK RESOURCES

<u>Name</u>	<u>Size</u>	<u>Facilities</u>
Baroldi/Sycamore	1.20 Acres	Baroldi Dairy Multi-use court Shade shelter Tot lot
Cedar Glen	2.96 Acres	Boys Club Building Parking lot Picnic facilities Tot lot
Eucalyptus	2.19 Acres	Horseshoe Pit Community Meeting room Picnic facilities Shade shelter Multi-use court Tot lot
Evergreen	4.98 Acres	Picnic shade shelter Restrooms Tot lot
Manzanita	4.05 Acres	Shade shelter Multi-use court Picnic facilities Tot lot
Maple Grove North	3.14 Acres	Shade shelter Multi-use court Picnic facilities Tot lot
Maple Grove South	1.86 Acres	Shade shelter Multi-use court Picnic facilities Tot lot
Peppertree	2.61 Acres	Shade shelter Multi-use court Picnic facilities Tot lot
Pinewood	2.41 Acres	Multi-use court Tot lot Picnic facilities

TABLE 3 (CONT)  
NEIGHBORHOOD PARK RESOURCES

<u>Name</u>	<u>Size</u>	<u>Facilities</u>
Rosen/Acacia	1.31 Acres	Picnic facilities Shade shelters Tot lot
Texaco/Chestnut	1.98 Acres	Meeting room Pre-school Picnic facilities Shade shelter Volleyball court - grass Tot lot
Willow	3.71 Acres	Picnic facilities Pond Restrooms Shade shelter Tot lot Fire ring Water spray Horseshoes
Nature Park	5.75 Acres	Nature facility Flood Basin Picnic benches
TOTAL	38.15 Acres	

TABLE 4  
SCHOOL/MINI-PARKS

<u>Name</u>	<u>Size</u>	<u>Facilities</u>
Cawthon	.45 Acre	
Damron	.46 Acre	
King	.64 Acre	
Laurel	.25 Acre	Access walkway to Vessels School from Rexford Ave.
Vessels	.63 Acre	
TOTAL	2.43 Acres	

There are two school districts serving the City of Cypress. Anaheim Union High School District provides services at one high and two junior high schools. The Cypress Elementary School District provides elementary education services at ten schools within the city limits. The City's school sites total 171.3 acres, 118.1 acres of which are open space not covered by school buildings and parking lots. (See Table 5.) Of these thirteen schools, six have been closed due to declining school enrollments in the Cypress area. As a result of these school closures, 65.8 acres of land have become potentially available for recreation, open space and civic uses other than traditional educational uses. This includes 45.05 acres of open unbuilt upon land potentially available for recreational uses. At present, the Cypress Recreation and Park District has cooperative arrangements with the elementary school district for use of school facilities at the elementary schools for active and passive recreation programs.

The combined acreage of open space resources for the two school districts calculates to approximately 2.57 acres per 1,000 people in the planning area, and 2.80 per thousand within the city limits, exclusive of buildings and parking lots.

Another focus for education and interaction with the community that contributes open space and recreational resources is Cypress Community College. The recreational facilities on campus include a track field, playing fields appropriate for football or soccer, ballfields, tennis courts, handball courts and open grass areas. While the general public has access to the campus, a number of the recreational facilities are reserved only for use by programs organized through the college. The tennis and handball courts are not reserved exclusively for college students, and are therefore accessible for public use when organized classes are not using them.

## REGIONAL OPEN SPACE AND RECREATION

There are a number of regional recreational resources in neighboring communities that are available to the citizens of Cypress. Two regional parks located in the City of Long Beach, the 450 acre El Dorado Park/Nature Center and the 37 acre Heartwell Park, offer recreational amenities. El Dorado Park includes 4 fishing lakes, an archery course, 5 miles of biking/walking trails and picnic facilities. The adjoining Nature Center includes two lakes (no fishing), trails surrounding the lakes and a small museum amidst the preserved natural setting. In immediate proximity to the park is El Dorado Golf Course, which covers approximately 150 acres. Heartwell Park is a more active park with ball fields, soccer fields, tennis courts, basketball and volleyball facilities, along with a city branch library on its site. Adjacent to the park facility is Heartwell Golf Course, which contains 125 acres of land.

TABLE 5  
SCHOOL FACILITIES

	Size	
	<u>Total</u>	<u>Open Space</u>
ANAHEIM UNION HIGH SCHOOL DISTRICT		
Cypress High	37.76	21.89*
Lexington Jr. High	18.43	13.30
Oxford Jr. High (closed)	22.10	16.33*
	<u>78.29</u>	<u>51.52</u>
CYPRESS ELEMENTARY SCHOOL DISTRICT		
Arnold Elementary	9.12	6.55
Cawthon, Robert Elementary	9.19	6.18*
Cypress Elementary (closed)	6.32	4.88*
Damron, Charles Elementary (closed)	8.95	6.17*
King Elementary	12.32	6.85*
Landell, Margaret Elementary (closed)	9.98	7.25
Mackay, Daniel Elementary (closed)	9.70	7.44
Morris, Juliet Elementary (closed)	8.79	7.86
Swain, Christine Elementary	8.83	6.11
Vessels, Mildred Elementary	9.84	7.27*
	<u>93.04</u>	<u>66.56</u>
TOTAL	171.33	118.08

\*Formal use agreement with Cypress Recreation and Park District or leased by the City.

Total open space acreage in formal use agreement = 69.59 acres.



Other examples of regional recreation resources include Cerritos Regional Park (84 acres), River Park (55 acres) which is adjacent to the San Gabriel River north of Lincoln Avenue, and El Rancho Verde Park and Bicycle Path, a 12 mile strip park running through the communities of La Palma and Buena Park. Also in close regional proximity are two public golf courses, namely Old Ranch Country Club in Seal Beach and H. G. "Dad" Miller Public Golf Course in Anaheim.

All of these facilities lie within a three to four mile radius of the Cypress Civic Center, and provide an additional 24.8 acres of open space and recreational resources for each 1,000 of Cypress' population. While not owned, controlled or even within Cypress, these facilities do offer significant close-by open space and recreation amenities. (See Exhibit 3.)

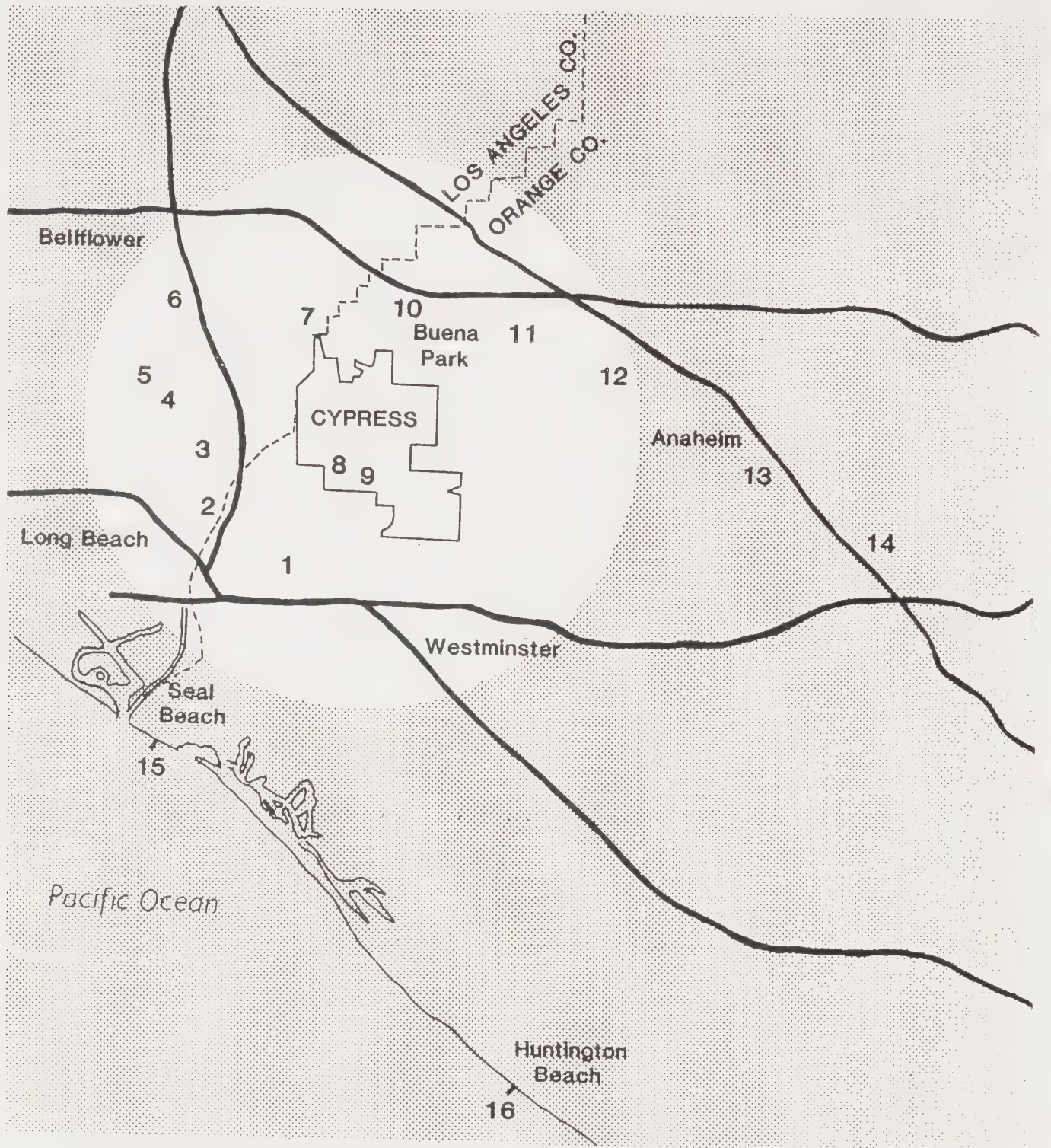
There are a number of commercial recreational facilities northeast of Cypress that are also of regional significance for the city. These facilities include the Knott's Berry Farm Complex, Six Flags Movieland, and the world renowned Disneyland.

Another substantial resource for Orange County communities are, of course, the expansive coastal beaches such as Long Beach, Seal Beach, Bolsa Chica State Beach and Huntington City/State Beaches. The Huntington City Pier is also a very popular entertainment spot for sightseeing and fishing.

#### COMMERCIAL/INDUSTRIAL OPEN SPACE AND RECREATION

Today's trend in the business world is to provide an appropriate environment and opportunities for enhancing employee satisfaction and ultimately productivity levels. Employers are finding that promoting their employees' personal well-being and growth has a positive influence on job satisfaction and work performance.

Many of the larger businesses in Cypress are following this trend by offering some type of leisure time opportunities for their employees. For instance, one larger employer provides a gym that includes weights, a rowing machine, an exercise area and shower facilities. Other recreational amenities provided by Cypress employers include tennis courts, outdoor volleyball courts and a jogging trail. Several other businesses sponsor employee recreation programs, such as softball leagues, which utilize local park and recreation facilities.



- |                              |                            |                             |                          |
|------------------------------|----------------------------|-----------------------------|--------------------------|
| 1 Old Ranch Country Club     | 5 Heartwell Park           | 9 Los Alamitos Race Track   | 13 Disneyland Area       |
| 2 El Dorado Park Golf Course | 6 River Park               | 10 El Rancho Verde Park     | 14 Anaheim Stadium       |
| 3 El Dorado Park             | 7 Cerritos Regional Park   | 11 Knotts Berry Farm Area   | 15 Seal Beach Pier       |
| 4 Heartwell Golf Park        | 8 Los Alamitos Golf Course | 12 "Dad" Miller Golf Course | 16 Huntington Beach Pier |

## REGIONAL FACILITIES

EXHIBIT 3  
OPEN SPACE, CONSERVATION & RECREATION ELEMENT  
GENERAL PLAN  
CITY OF CYPRESS, CALIFORNIA

pod



## PRIVATE FACILITIES

**COMMERCIAL FACILITIES** - Cypress' two major commercial recreational facilities, the Los Alamitos Race Track and the adjacent Los Alamitos Golf Course, contribute a total of about 300 acres to the city's total recreational resources. Annually, over 1.5 million people attend the quarter horse and harness races featured at the race track. Being the only commercial racetrack facility in Orange County, Los Alamitos functions as a significant regional recreation resource, and as a major income generator for the city. The neighboring 18 hole golf course has a daily user rate of between 220 and 320 golfers on weekends and holidays. Over 30 years old, the course does not appear to be heavily used at the present with usage rates well below the standard of 500 to 550 users per day for 18 hole golf courses.

An additional resource contributing indirectly as an open space resource is Forest Lawn Cemetery. Its 150 acres of rolling green land provides an environment utilized by an estimated 1,500 people a day for quiet strolls and private reflection.

**PRIVATE OPEN SPACE** - In a highly urbanized environment, any area which is free of structural development may contribute to the overall open space and recreational resources of the community. While backyards and surrounding landscape are traditionally not included in discussions of open space and recreational opportunities, in a built-out urban environment these private areas can give a valuable sense of visual relief, and a sense of spaciousness in the environment.

The greenbelts and recreation amenities developed within planned urban communities, particularly condominium or apartment complexes, also contribute as significant recreational and open space outlets. These recreational amenities may include landscaped walkways, play lots, tennis courts and pools. This type of private recreational opportunity may significantly complement the City's recreation and open space base, particularly in the case of a large scale planned development.





## CHAPTER THREE

### ISSUES AND ANALYSIS

No two communities are precisely alike, and so the General Plan for each community must address issues as they occur in the context of each community. From these issues spring the goals and objectives of the plan, the plan itself, and the actions necessary to implement the plan. The following is a brief discussion of the major open space, conservation and recreation issues facing Cypress today and in the future.

Because Cypress is almost fully urbanized, and will be fully developed in the near term, the following issues focus on developed open space and recreational subjects. Due to this, the overriding concern is how to best use and maintain open land for the recreational, public safety, and aesthetic needs of the resident and worker communities.

**ISSUE:** There are portions of the city with no parks based upon a service radius of 1/2 mile for neighborhood parks and 1 mile for community parks.

**ANALYSIS:** Based upon an analysis of the service radius of community and neighborhood parks in Cypress, but not of mini-parks, three significant areas are without adequate neighborhood or community park services; the residential areas south of Katella Avenue and those west of Denni Street are significantly further than one mile from the nearest community park. Residential areas outside the one-half mile service radius of neighborhood parks include the far northwest portion of the planning area, and again the residential area west of Denni Street.

The northwestern corner of the city is adjacent to the Cerritos Regional County Park, although safe approach to the park is somewhat circuitous due to the railroad line that separates Cypress from Cerritos. The County Park does, nevertheless, provide significant local recreation opportunities including a gymnasium, ball fields and a tennis complex. Several parcels of land in the northwestern portion of the city could be purchased and assembled into a 2 to 3 acre neighborhood park. This would alleviate the need for this kind of facility in the northwest.

South of the business park area there is no vacant, unused land for a community level park. Other recreational resources, however, lie within one mile of most of the residents of the area at the Chapman Sports Complex in Garden Grove. Over the long term it may be possible to enter into an agreement with the Los Alamitos Armed Forces Reserve Center to develop a community park along the eastern edge of the airfield at the end of Orangewood on part of the present golf course. This could be a cooperative arrangement, but must be regarded as a very long term option.

**ISSUE:** Limited land is available for new parks or the expansion of existing parks.

**ANALYSIS:** Approximately 10% of the city's land area is currently undeveloped, with all but 13 acres of this lying within the business park area



along Katella Avenue. Most of these vacant parcels are less than one acre in size, and none are large enough to provide significant new neighborhood or community parks. New parkland will have to be developed from the re-use of currently vacated schools, purchase and assembly of land currently used for other purposes, or parkland dedication from any future large scale development.

Vacated school facilities provide the best opportunity for meeting additional park needs within Cypress. At present the Park and Recreation District has joint use agreements with the Cypress Elementary School District that allow district use of school playgrounds and facilities for recreational programs. This concept could be expanded to include long-term leasing of one or more school sites with the redevelopment of the leased school sites into a full-time dedicated neighborhood or community park facility.

Even though expanding parkland in this manner would not significantly resolve current park coverage issues, it would increase overall amount of parkland available to the residents of the Cypress planning area.

**ISSUE:** Are current parkland dedication requirements adequate to meet the City's short-term and long-term needs?

**ANALYSIS:** Like most California cities, Cypress has park acreage standards based upon the number of community and neighborhood park acres per thousand population. Commonly, these standards range from three to five acres per thousand population. Cypress' standard is set at three acres per thousand in the Parkland Dedication Ordinance, with one and one-half acres of the three acres being provided through cooperative agreements with the school districts. Functionally, then, the current standard for full time city parkland dedicated solely to recreational purposes is one and one-half acres per thousand -- significantly below the common standards of three to five acres. This is because most standards used by other jurisdictions do not include cooperative agreements with school districts.

Current (1985) city-owned parkland including the Civic Center equals 1.95 acres per thousand population. This is 30% more than existing standards, but less than the normal range of three to five acres of community and neighborhood park per thousand. If no new parks are developed, or if no existing parks are expanded before complete build-out of Cypress, then community and neighborhood park acreage per thousand will decline to 1.75 acres based upon an expected population of 47,000. To remain constant, approximately 9.33 acres of new city parkland will be required by full buildout.

To bring total 1985 park acreage up to a minimum standard of three acres per thousand, 44 additional acres of parkland would be required. To achieve the three acre standard for an ultimate population of approximately 47,000, total parkland needs would be 141 acres at the three acre standard, or 59 acres more than at present.

Based upon the above analysis, total full time dedicated park acreage for Cypress residents exceeds the currently adopted standards, but is well below commonly accepted standards. To achieve a higher standard of three acres per thousand for the present population would require a 50% increase in total parkland for current residents, and a 71% increase to meet demands at the city's total build-out. This represents a difficult goal to achieve.

**ISSUE:** Increased employment in the business park along Katella Avenue may increase demand for open space and park facilities in the area.

**ANALYSIS:** At full development, the business park area will house over 540 acres of industrial, warehousing, office, commercial and related uses. The Southern California Association of Governments estimates that at full development in the year 2000 the business park area will generate 27,000 jobs, making it one of the largest employment areas in northern Orange County.

This additional daytime population in Cypress will likely require open space and recreation facilities, or at least access to such facilities. Employees will wish to have access to passive open space to relax, eat lunch outdoors, or simply to think. These activities would be enhanced by park-like settings within and around business developments, including such facilities as eating or picnic areas, outdoor band shells, sculpture gardens or similar "art-in-the-park" amenities, fountains and man-made ponds and similar facilities. Others will desire to have access to active recreation resources such as tennis courts, jogging tracks, or sports fields. As was noted in Chapter Two, many of the business park's major employers currently provide recreation facilities, capital or space to provide such opportunities.

While no standards or numeric estimates can, or have been developed to estimate the amount of additional parkland and recreation facilities needed by Cypress' new employees, it can be expected that there will be significant additional demand for recreational facilities and passive parkland over and above demand generated by the city's residents.

There are also no legal mechanisms for requiring parkland dedication from industrial and commercial developers at the present, and no other California cities have formal parkland acquisition programs for industrial areas. However, developer contributions (exactions) and limited grant programs such as the Roberti-Z'berg urban park grants program and benefit assessment district programs could potentially be available to acquire industrial area parkland and should be considered by the City as a means of financing the acquisition of such facilities.





## CHAPTER FOUR

### GOALS AND OBJECTIVES

#### INTRODUCTION

This chapter and the following two chapters comprise the Open Space, Conservation and Recreation plan. Contained in this chapter are the Goals and Objectives of the combined Open Space, Conservation and Recreation Elements of the Cypress General Plan. The following two goals and their supporting objectives are the general policies used to guide the development of the Open Space, Conservation and Recreation Plan contained in Chapter Five and the implementation programs outlined in Chapter Six. The Objectives are a further definition of the Goals, or a detailing of what is meant by each goal. As such, they serve as guides by which to measure goal achievement and tailor specific programs. The Goals and Objectives are a direct outgrowth of the issues discussed in Chapter Three.

The general policies outlined below cannot stand alone, however. Rather, they must be applied and implemented pursuant to the plans and implementation programs contained in the following chapters, and in conjunction with the other elements of the General Plan.

GOAL I - PRESERVE A WIDE VARIETY OF OPEN SPACES WITHIN CYPRESS' URBANIZED ENVIRONMENT FOR THE PROTECTION OF NATURAL RESOURCES, VISUAL RELIEF, COMMUNITY IMAGE, AND RECREATIONAL ENJOYMENT BY THE PUBLIC AT LARGE.

#### OBJECTIVES

1. Support the continual rehabilitation and beautification of the streetscape along streets, realizing that street trees and landscaping are valued natural resources within any community that add to the quality of the overall environment and encourage a good community image.
2. Protect the Nature Park as a permanent resource for environmental education and nature appreciation.
3. Work with the owners of large private open space resources that are unique in nature and hard to replace to preserve and enhance the role of their property in the future of Cypress.
4. Encourage the integration of landscaped open areas into the planning of large scale industrial and commercial developments.
5. Implement mechanisms to cause developments in Cypress to include recreational, cultural and open-space facilities and improvements by the dedication of land or property for such purposes, or the payment of contributions (exactions) to the City for the provision and preservation of such amenities.
6. Conserve Cypress' flood control facilities as appropriate to protect the public health, safety and welfare.

7. Preserve closed schools as significant open space resources available to the public-at-large.
8. Continue to ensure that adequate useable private open space is provided in residential developments, and that such areas are maintained as open space in perpetuity.
9. Promote visually pleasing landscaped corridors and a sense of spaciousness throughout the community to reinforce a sense of form and positive civic image by preserving older trees where possible, by requiring integrated landscaping plans within areas of newer development, and by providing bicycle trails that link cultural, educational, civic and recreational uses.

GOAL II - PROVIDE SUITABLE RECREATIONAL AND PARK FACILITIES AND PROGRAMS FOR ALL THOSE WHO LIVE AND WORK IN CYPRESS.

OBJECTIVES

1. Preserve existing recreational and park facilities, and develop new park and recreational facilities as necessary to maintain an adequate level of service and a wide variety of programs.
2. Maximize the recreational opportunities offered by existing open space and recreation resources so that they serve the greatest portion of the community.
3. Where feasible, community, neighborhood and mini-parks should be located adjacent to school sites, but the prime locational criterion will be how well local neighborhoods are serviced.
4. Continually reassess the community's recreational and open space standards and opportunities in relation to satisfying the needs of the population.
5. Provide as wide a range of recreational opportunities as possible, including athletics, arts, crafts, and cultural arts programs and facilities for all ages and all interest groups.
6. Continue to expand the role of cultural arts and fine arts within the city, including the dedication of land and improvements for, or the financing through contributions (exactions) of, the display of art in public and business areas, and the expansion of the cultural arts center, and cultural arts programs.
7. Continue to work closely with various appointed citizen groups and service organizations to help assure that the city's recreation program continuously meets the community's needs in the breadth and quantity of programs offered.
8. Work closely with other public agencies, including other parks and recreation departments and school districts, in developing cooperative park and recreation programs.



9. Work closely with private employers to develop and finance the costs of joint recreational programs and facilities for those working in Cypress.
10. Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.
11. Provide appropriate recreation programs and park facilities for those with specialized needs including senior citizens and the handicapped.



## CHAPTER FIVE

### OPEN SPACE, CONSERVATION AND RECREATION PLAN PROPOSALS

#### INTRODUCTION

This chapter contains the land use and related plan proposals of the Open Space, Conservation and Recreation Elements of the Cypress General Plan. The previous chapters introduced this element, reviewed existing conditions, and set forth major planning issues related to these subject areas. The chapter immediately preceding this chapter outlined the goals and objectives of this element in response to identified issues. What follows is a map (Exhibit 4) and a description of proposals contained on the map that respond to the goals and objectives. The open space, conservation and recreation plan map is on page 24. The following text describes the features of this plan by major category.

#### PARKS

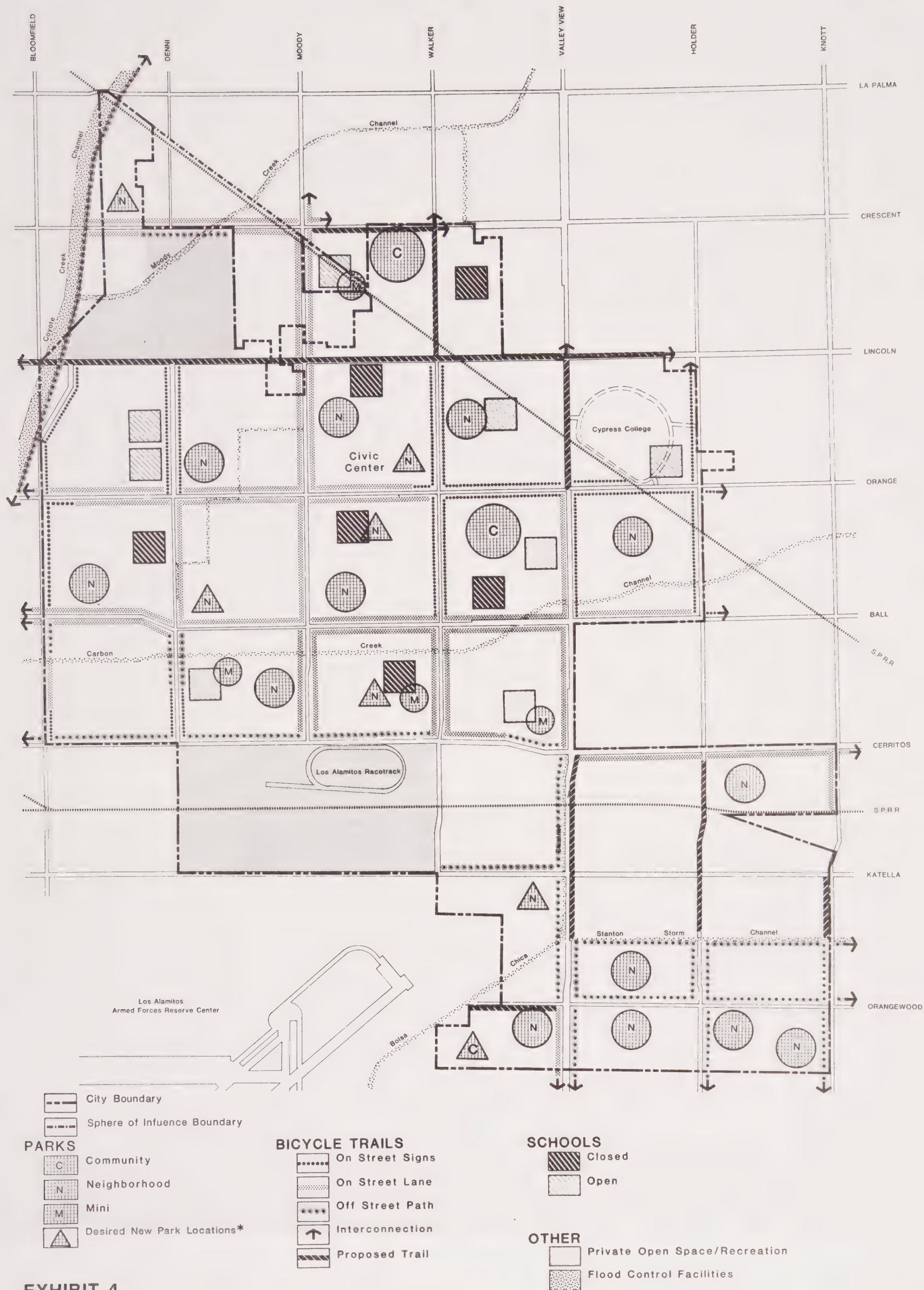
Parks are the major element of Cypress' recreation plan, and a major element of the city's overall open space network. A total of 22 public parks are proposed, 15 of which currently exist, and seven of which are proposed as new parks. It is estimated that these proposed new park facilities will add about 32 acres of parkland to present facilities, for a city-wide total of 106.8 acres. Proposed parks are designated on the plan map by a triangle in the general vicinity of where they are proposed to be located. The triangles are not intended to locate specific parcels of land, but to designate general areas where parks could be provided.

**COMMUNITY PARKS** - Community parks are classed as major parks of 10 to 20 acres in size. These parks commonly serve the population within a one mile radius and provide a mix of large active recreation facilities such as baseball/softball diamonds, soccer fields and community centers, as well as passive areas, picnic facilities, and tot lots. The two existing community parks, Oak Knoll Park and Arnold/Cypress Park will continue to service the bulk of the community north of Katella Avenue. The proposed new community park at the western terminus of Orangewood Avenue is intended to provide service to those residing south of Katella Avenue.

The area south of Katella Avenue is not now within the one mile service radius of any community park, and no short-term prospects appear to be at hand for alleviating this shortage. However, approximately eleven acres of the Los Alamitos AFRC golf course are within the city limits at the end of Orangewood. Cypress could enter into discussions with the base regarding the future of this land, and whether a joint agreement arrangement to provide active recreation facilities could be made in this regard. This is seen as a long-term prospect, but since it is already publicly held land, it does offer some prospects as a future recreational resource.







**EXHIBIT 4**  
**PLAN MAP**  
**OPEN SPACE, CONSERVATION & RECREATION ELEMENT**  
**GENERAL PLAN**  
**CITY OF CYPRESS, CALIFORNIA**

\*These locations are conceptual in nature, and reflect the desired goal of the community for 32 additional acres of parks.







**NEIGHBORHOOD PARKS** - This classification of park provides primarily passive recreational opportunities to those living within a service radius of 1/2 mile, and commonly ranges in size from one to five acres, with three to five acres being considered ideal. It is not uncommon to find limited active recreation facilities at larger neighborhood parks. For the purposes of this plan, the mini-parks associated with several elementary schools have been included as neighborhood parks, because they provide direct access to school playground facilities, and because they are good passive recreation areas. Also included in this classification is the Nature Park located on Ball Road at the corner of Via Largo. While this is a dual purpose, limited access park devoted to nature observation and flood retention, it falls generally within the definition and size of most neighborhood parks.

In a similar vein, the Civic Center has been classed as a neighborhood park serving the city as a whole. While not a play field, potential expansion of the civic center to the east, its library, city hall facilities, and tennis courts provide significant city-wide services, and recreational opportunities.

Also, the Oxford Junior High School site has been designated as a neighborhood park. The City of Cypress presently leases the vacated school from the Anaheim Union School District, and sub-leases the buildings to a private vocational school. The school auditorium is used by the Cypress Cultural Arts Commission, and the grounds are used extensively as an active play area. Continued use of these facilities for park purposes at City expense depends to a large degree on the terms of the lease and its length.

Four new neighborhood parks also are proposed:

- **North area:** This would be a park serving the neighborhood generally north of Crescent Avenue. It is proposed that this park be assembled from developed, but under-utilized, land in the Carob Street area.
- **Tank Farm area:** When this area develops, a neighborhood park should be acquired through a mix of developer fees, density bonuses as applicable, and other tradeoffs. The park should be between three and five acres in size and should be designed to serve those residing in the tank farm area as well as those living east of Denni Street.
- **Central-South area:** The best candidate for a park site in this area would be the currently closed Damron School, which has the potential of serving a triple purpose as a neighborhood park, as an active sports area, and as a community center in the existing buildings. The reasons for designating this site are to provide additional active recreational facilities for the community as a whole in the central part of the city, to provide additional community facilities for private groups such as the Boy's Club and the YMCA, and, secondarily, to help meet additional increased demand generated by new employment in the business park area.

- **Business Park area:** As was noted in the Issues and Analysis chapter, a neighborhood level park oriented towards the needs of business park employees may be needed when the business park area begins to approach full development. This park has been generally located near the southwest corner of Katella Avenue and Valley View Street because such a park would need high visibility, should serve as an entry point to the city, and should be located at a central point. Also, this general area is still undeveloped, thereby making the acquisition of the park easier. As an alternative, several smaller parks could be located in prominent places throughout the business park area within easy walk of most businesses. Five or six locations of 1/2 to one acre each would be appropriate. These smaller parks could easily be designed into future office and industrial construction.

In addition to, or as an alternative to traditional athletic and aesthetic facilities within these smaller parks or the neighborhood level park, consideration should be given to the inclusion of cultural and artistic amenities such as band shells, sculpture gardens and similar facilities. The provision of recreational and open-space land improvements could be undertaken through exactions for such purposes in connection with the development of property or by the required dedication of land by developers for these purposes.

## BICYCLE TRAILS

While it is common to discuss bicycle trails as part of the Circulation Element, they are being included here because they are a major recreational resource within Cypress, and because they link the city's public recreational resources. Precise design and location standards for the trails are included in the Circulation Element.

It is a general policy of this plan that bicycle trails link all schools, park facilities and major civic uses. The plan map shows, generally, how the existing network can be extended to link all facilities. Also shown are the points at which the Cypress system links with other bicycle route systems. Bicycle trails should not be formally established on local streets (e.g. painted lanes with no parking). Rather, trails should take advantage of arterial, secondary and collector streets, and flood control channels as appropriate. Where a facility such as a park or school can only be accessed by a local street, such as Vessels Elementary School or Pinewood Park, directional signs for bicyclists can be posted on local streets to show the way.

The bicycle trail system has also been designed to provide maximum linkage with the trail systems of other cities, and to the regional trail along Coyote Creek Channel. One new linkage to the Coyote Creek Channel is proposed at Lincoln to augment those provided by the Katella, Cerritos, Ball and Orange bike paths.



## SCHOOLS

Schools have traditionally been a major, if not the major, recreational and open space asset in fully developed cities. While not available full time for public recreation, they are used either formally or informally for active recreation when school is not in session. Civic and volunteer groups also make use of school facilities for meetings and events. Both open and closed school facilities have been shown on the plan map as major open space resources.

## CYPRESS COLLEGE

While Cypress College is a major resource for the City of Cypress, its public recreational and open space opportunities are limited mostly to those enrolled in classes there. It should be noted that certain facilities such as the tennis courts and the jogging paths are open to the public when not in use by students. It is strongly encouraged that the City of Cypress pursue joint use agreements as appropriate and possible.

## PRIVATE FACILITIES

Cypress is endowed with three major private open space and recreational facilities: Forest Lawn Cemetery, Los Alamitos Racetrack, and the Los Alamitos Golf Course.

- **Forest Lawn Cemetery:** Located on approximately 150 acres in the northwestern corner of the city, it is recommended that this facility remain in its current role as a cemetery and a place of quiet contemplation for its numerous visitors. In order to enhance the cemetery's visibility and its open space role within the community, it is recommended that the city discuss with the cemetery owners the possibility of replacing the current block wall with a wrought iron or similar fence. This will greatly enhance the visibility of the cemetery.
- **Los Alamitos Racetrack:** This facility is a major Orange County private recreational resource and a major revenue generator for the city. Because of this, the city should continue to encourage the continued operation of the racetrack.
- **Los Alamitos Golf Course:** Associated with the racetrack, this golf course is one of a number of courses providing services to the public in the general area. Since there are a number of similar golf courses in the immediate area, this facility is not as critical as the two other major private open space resources.

In addition to the larger open space resources shown on the plan map, a suburban community such as Cypress abounds in smaller private open spaces. These spaces are the yards of private homes, and the common areas of townhouse and other planned communities. It is impossible to overestimate the role of these resources since this is where most

people get the bulk of their outdoor exercise and recreation. The provisions of the Cypress Zoning Ordinance ensure the provision of adequate yards and common areas within the community.

#### FLOOD CONTROL FACILITIES

Finally, Cypress' flood control facilities are composed of the flood control channels shown on the plan map, and the Nature Park. This latter facility, while serving as a park, is also a flood retention basin used to collect storm runoff at a low point and pump it to the nearby Carbon Creek Channel. Due to the adequacy of these flood control facilities, no structures in the city are subject to inundation during a 100 year flood; therefore, no areas must be left open for flood control purposes. It is recommended, however, that bicycle trails use flood control channel rights-of-way when appropriate and feasible.



## CHAPTER SIX

### IMPLEMENTATION: MAKING THE PLAN WORK

#### INTRODUCTION

This chapter contains recommendations for the continuing implementation of the plan proposals discussed in Chapter Four. The following proposals are a suggested course of action, with some recommendations being specific, and others broad brush in nature. The specific actions mentioned below are not intended to limit the City of Cypress. Rather, they are recommended tools. Other tools may become available in the future that can be used to set aside, develop and preserve open space areas; these tools should be used as well as those mentioned below. The following is a brief description of the major planning programs that might be needed to implement the proposals contained in Chapters Three and Four.

**PARK STANDARDS** - Amend the Cypress 2000, Cypress Parks Master Plan, and the Subdivision Ordinance to set public parkland standards at four and one-half (4-1/2) acres per thousand, rather than the currently applied three acres per thousand. One and one-half acres of this new standard would be met through school cooperative use arrangements; the remaining three acres would be met through dedication of parkland or the payment of fees-in-lieu. While the Subdivision Ordinance currently sets a standard of three acres, it states that one half of this will be met through school cooperative agreements. This kind of agreement is not commonly regarded as providing additional public parkland so much as it is regarded as being an adjunct to existing park facilities. Also, the "Quimby Act" defines parkland as being, functionally, dedicated parks used full time for park purposes. Therefore, by raising its stated parkland standards from three acres per thousand to four and one-half acres per thousand, the city will be raising its parkland dedication standards.

**PARKLAND DEDICATION REQUIREMENTS** - The parkland dedication requirements (or Fees-in-lieu) in the Subdivision Ordinance should be raised to three acres per thousand from the current 1-1/2 acres per thousand. This will approximately double park acquisition and development revenues from future residential development. As older parks age, and as new parks are acquired, these additional funds will be badly needed. The current Quimby Act (as amended in 1982) allows cities to require up to three acres per thousand of parkland dedication (or Fees-in-lieu) if the total number of existing parkland acres per thousand is at or below three acres per thousand.

**PARKLAND LEASE ARRANGEMENTS** - Explore the potential for long-term leases of vacant school sites for use as public parks. This recommendation is specifically aimed at developing a new park at the Damron School site, but could be used at other vacant schools that are not now or will not be leased to other parties. A long-term lease of at least 20 years is necessary to ensure that it is economically feasible to develop the site

as a park. If it proves legally and practically feasible to lease a school site for public park purposes, then enter into negotiations with the Cypress Elementary School District for a lease at Damron School.

**ASSESSMENT DISTRICTS** - State law provides for the establishment of a special assessment districts to provide public facilities. Certain of these types of districts (Mello-Roos) can be used to develop and maintain public parks in newly developing areas based upon a vote of current land owners. This option should be explored to ascertain whether it is applicable to future parkland for residential development in the Tank Farm area.

**SPECIFIC PLANS** - The specific plan process currently employed to review development in the large acreages along Katella Avenue can be used to set aside parkland for future development. Some cities require significant public amenities from industrial developers in a manner not dissimilar to the requirements placed upon residential developers (e.g. Brea "Art in Public Places" program). This concept could be expanded to include public parkland in employment centers as an amenity for local employees.

**DEVELOPER LAND DEDICATIONS AND EXACTIONS** - The City should implement mechanisms to require dedication of land and/or payment of exactions by developers for the purpose of providing and preserving open-space and recreational facilities and improvements in developing areas and for the preservation of such facilities and improvements in already developed areas.

**URBAN OPEN SPACE AND RECREATION PROGRAM** - Also known as Roberti-Z'berg-Harris Grants, this program provides state grants-in-aid for the purchase, improvement and maintenance of public parks. Most (69%) of the funds allocated to this program are distributed to local jurisdictions (including Cypress) in the form of block grants based on population. Approximately \$360,000 per year is available on a competitive basis from the State for use in innovative park and recreation programs that meet special needs. Since the proposed neighborhood park(s) in the business park area will be unique and highly innovative in nature, it appears very likely that Cypress could win park development funds through the competitive, or needs, grant program. These funds would partly offset any acquisition and development costs.

**RECREATIONAL SERVICES** - The following several recommendations regard providing a continued high level of recreational services within Cypress.

1. Develop cooperative arrangements with adjacent parks departments and park and recreation districts for providing a coordinated set of recreational programs and a broader range of recreational resources than currently available.

2. Continue to employ cooperative use arrangements with the Anaheim Union High School District and the Cypress Elementary School District in providing additional recreational resources. If necessary, these cooperative use arrangements can be formalized into written agreements. Past practice has been to cooperate on a regular, but informal, basis.
3. Continue to work with various civic and recreation oriented private groups (e.g. Boys Club and YMCA) in providing a recreational program that is well coordinated and responsive to changing community needs.

**NATURE PARK** - Maintain the Nature Park as an important flood control facility and as a relatively undeveloped area devoted to nature observation.

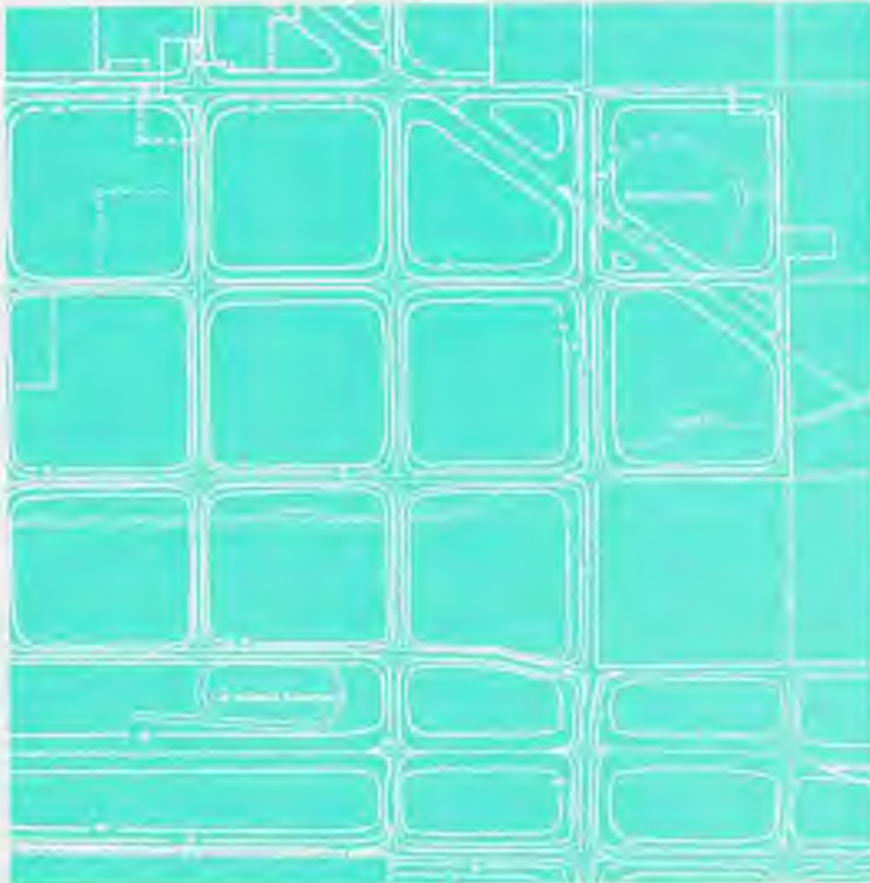
**TANK FARM PARK** - Provide a neighborhood park in the Tank Farm area that will extend urban neighborhood park facilities of the residents of west-central Cypress.

**FLOOD CONTROL CHANNELS** - Continue to work closely with the Orange County and Los Angeles County Flood Control agencies in maintaining and improving the flood control facilities within and adjacent to Cypress.





## **NOISE ELEMENT**



# **CITY OF CYPRESS GENERAL PLAN**

PREPARED BY THE CITY OF CYPRESS, POD, INCORPORATED, AND  
MESTRE GREVE ASSOCIATES, 1986





**GENERAL PLAN  
NOISE ELEMENT**

for the

**CITY OF CYPRESS**

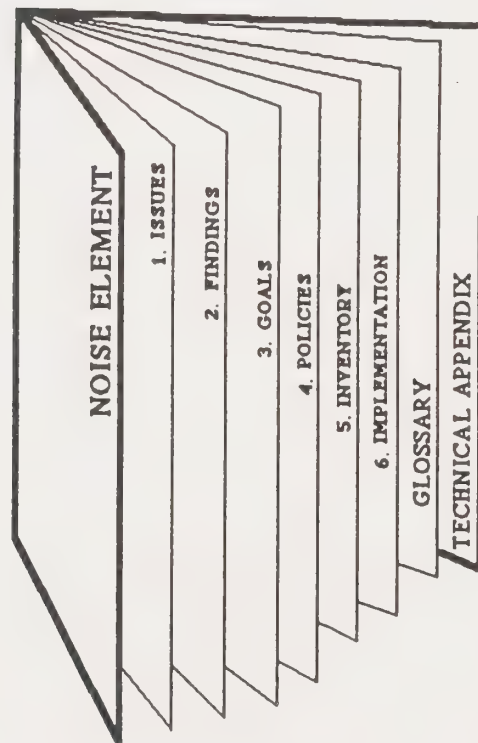
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**AUGUST 15, 1986**

## OVERVIEW

This Noise Element for the City of Cypress is divided into two major sections; the Noise Element itself and a Technical Appendix. The Noise Element contains 6 sections dealing with the issues, goals, policies, and implementation for City consideration and adoption. There is a Glossary of terms in the Noise Element. A Technical Appendix is provided which discusses the background and definitions for community noise control. The figure at the bottom of this page shows the organization of the Noise Element. All goals and policies provided in this draft are for consideration only. Local input and discussion should be used to tailor these recommendations for the specific community of Cypress.



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## CYPRESS GENERAL PLAN

### NOISE ELEMENT

The Noise Element of a General Plan is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use to achieve and maintain compatible land use with environmental noise levels. The Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to insure that Cypress residents will be protected from excessive noise intrusion. The land use analysis was based on the draft Land Use Element developed for the City of Cypress.

The Noise Element follows the recently revised State guidelines in the State Government code Section 65302(g) and Section 46050.1 of the Health and Safety Code. The element quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information will become a guideline for the development of land use policies to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

The Element is divided into seven sections and an Appendix. Included in the Element is a glossary that defines a number of key terms used in noise assessments. The Noise Element is organized as follows:

1. **ISSUE IDENTIFICATION** presents the noise issues in the City that are to be addressed within the Noise Element.
2. **FINDINGS** section summarizes the noise environment and the implementation programs to minimize noise and land use conflicts.
3. **GOAL STATEMENT** defines the goals of the Noise Element.
4. **POLICIES** summarizes the policies to be implemented by the City to achieve these goals.
5. **INVENTORY OF CURRENT AND FORECAST CONDITIONS** describes the existing and future noise levels in the City.
6. **IMPLEMENTATION** defines actions that the City will implement to achieve the goals of the Element.
7. **GLOSSARY** defines noise terminology used in the Element.

**TECHNICAL APPENDIX** contains background information on noise, health effects of noise, methodology, measurement and modeling results, and bibliography.

## 1.0 ISSUE IDENTIFICATION

**1.1 Transportation Noise Control** - Within the City of Cypress are a number of transportation related noise sources including major arterials, railroads and a military use airport. These sources are the major contributors of noise in Cypress. Cost effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Element.

**1.2 Noise and Land Use Planning Integration** - Information relative to the existing and forecast noise environment within Cypress should be integrated into future land use planning decisions. The Element presents the noise environment in order that the City may include noise impact considerations in development programs.

**1.3 Community Noise Control for Non-Transportation Noise Sources** - Residential land uses and areas identified as noise sensitive must be protected from excessive noise from non-transportation sources. These impacts are most effectively controlled through the enforcement and application of the City Noise Ordinance.

## 2.0 FINDINGS

The predominate noise sources in Cypress, as in most other communities, are mobile noise sources including motor vehicles, railroads, and aircraft. A military airport, a railroad, and a number of arterials expose the City to significant noise levels, particularly in those areas directly adjacent to these sources.

To a lesser degree, the City is also exposed to noise emanating from sources such as industrial and commercial activities, construction activities and human activities.

Noise affects all types of land uses and activities, although some are more sensitive to high noise levels than others. Land uses in Cypress identified as noise sensitive include residences of all types, hospitals, rest homes, convalescent hospitals, places of worship and schools.

The noise environment for Cypress can be described using noise contours developed for the major sources within the City. The contours, developed for existing (1985) conditions and 20 year forecast conditions (2005), are presented in Figures 1 and 2, Existing and Future Noise Contours for Roadway and Railroad Noise Sources, respectively. The aircraft noise contours for the Los Alamitos Armed Forces Reserve Center (AFRC) are shown in Figure 3. Both the 60 and 65 dB CNEL contour levels are shown on these maps. The 60 dB CNEL contour represents the Noise Referral Zone in which any proposed noise sensitive land use should be evaluated on a project specific basis and may require mitigation to meet City or State (Title 24) standards. The 65 CNEL contour represents the level for which any new residential land uses will require mitigation in order to comply with local noise standards.

The sources of noise in Cypress can be divided into two basic categories, transportation sources and non-transportation sources. A local government has little direct control of transportation noise at the source. State and Federal agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels. The most effective method the City has to mitigate transportation noise is through reducing the impact of the noise onto the community (i.e. noise barriers and site design review).











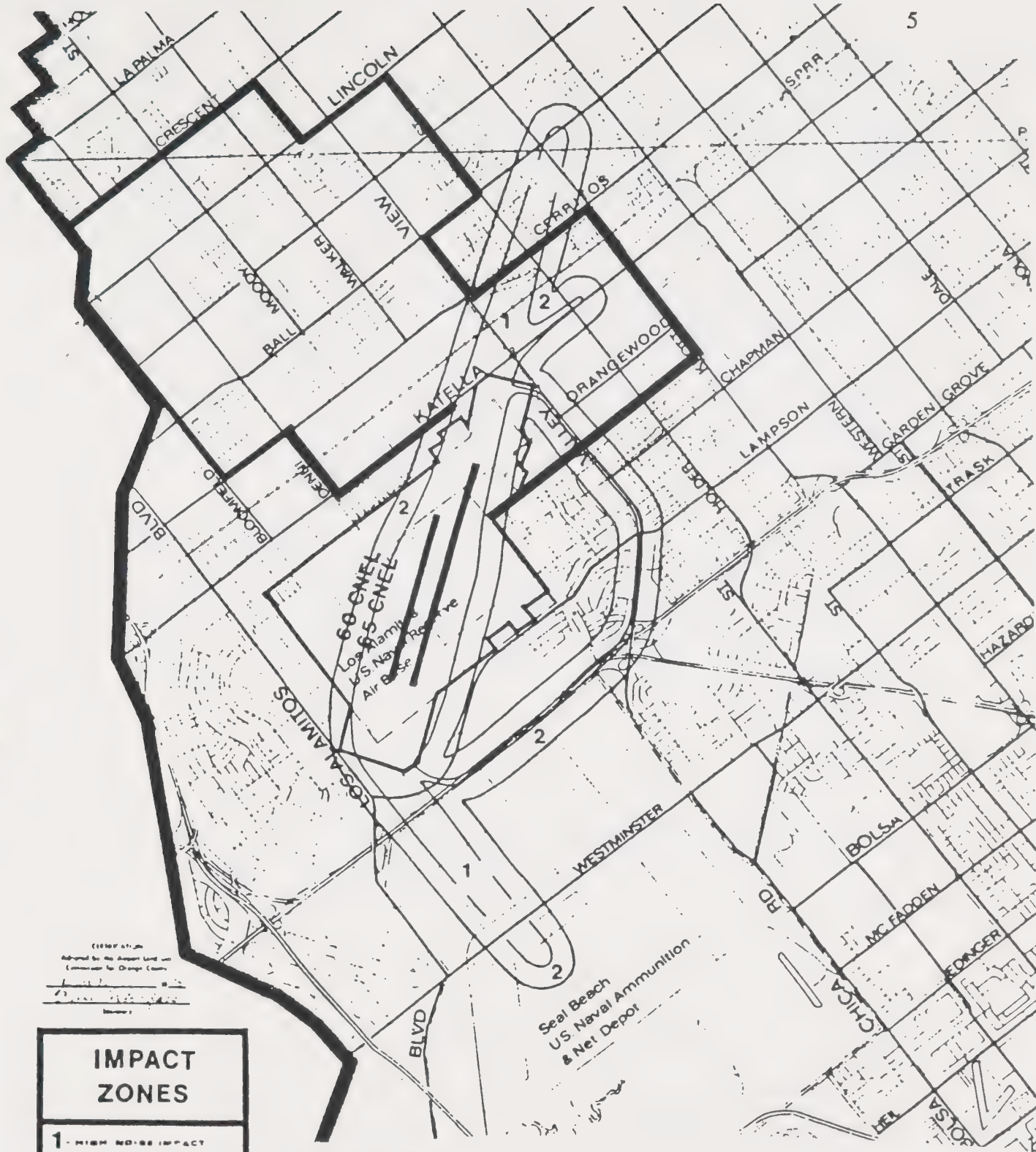
FIGURE 2

FUTURE NOISE CONTOURS FOR ROADWAY AND RAILROAD  
NOISE SOURCES









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**IMPACT ZONES**

1 - HIGH NOISE IMPACT

2 - MODERATE NOISE IMPACT

0 1 2 3 4 5 6 7 8 9 10  
THOUSANDS OF FEET



**FIGURE 3**

# ARMY AIRFIELD LOS ALAMITOS NOISE CONTOURS FOR AIRCRAFT NOISE SOURCES

AIRPORT LAND USE COMMISSION FOR ORANGE COUNTY

AIRPORT ENVIRONS LAND USE PLAN

Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts. Figure 4 illustrates how a noise barrier effect occurs. The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and receiver is penetrated by the barrier. The greater the penetration, the greater the noise reduction.

Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Table 1 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases for the development of specific Noise Standards. These Standards, presented in Table 2, presents the City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

The most effective method to control community noise impacts from non-transportation noise sources is through application of the Community Noise Ordinance. The current City Noise Ordinance is one of the most effective types of noise ordinances that have been developed and upheld in legal challenges. No recommendations are made to change or modify the noise ordinance. The Noise Ordinance is designed to protect quiet residential areas from stationary noise sources. The noise levels encouraged by the ordinance are typical of a quiet residential area.

### 3.0 GOAL STATEMENT

The following are the goals of the Noise Element for the City of Cypress:

1. Provide for the reduction of noise where the noise environment is unacceptable.
2. Protect and maintain those areas having acceptable noise environments.
3. Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning decisions.

### 4.0 POLICIES

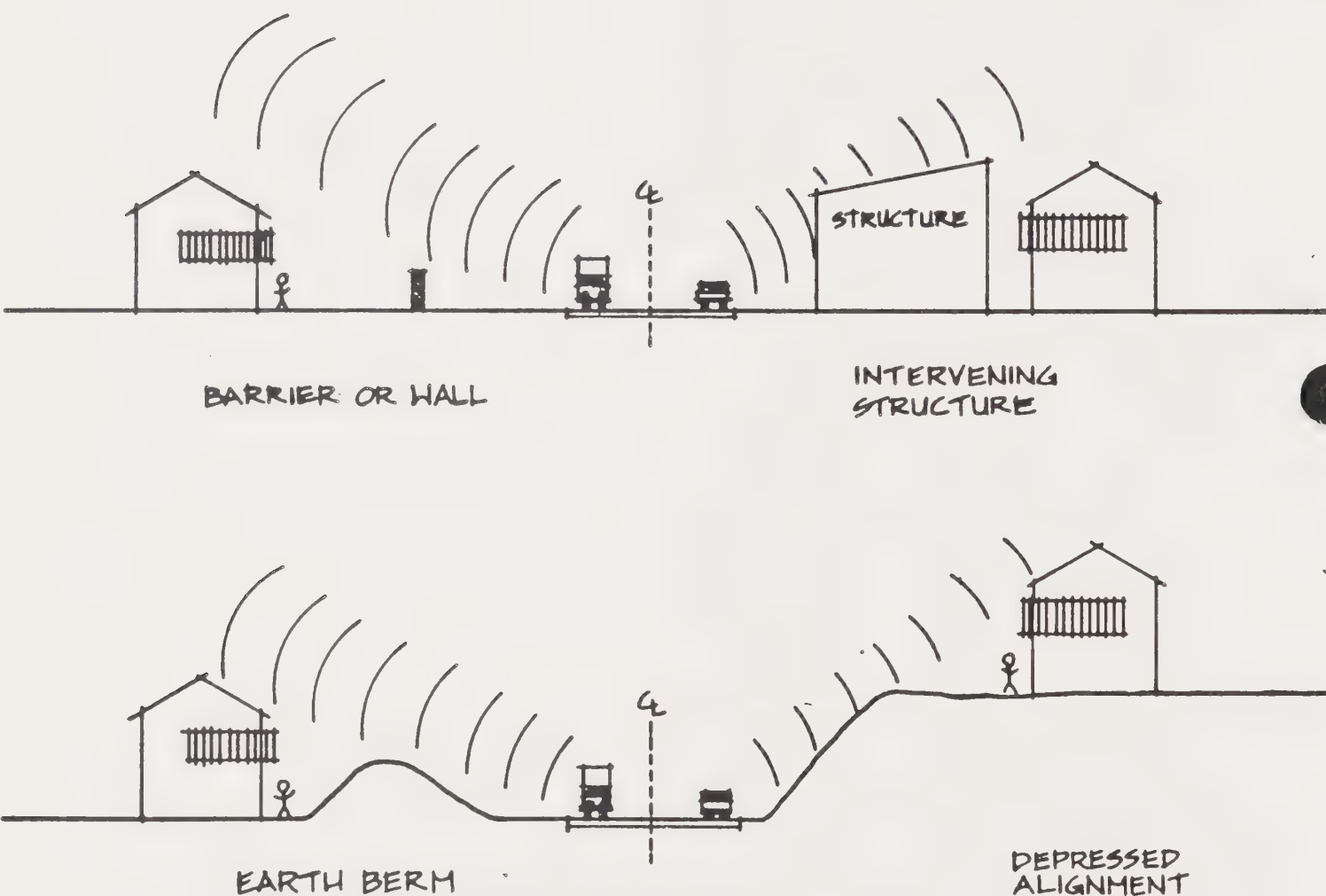
In order to achieve the goals of the Noise Element the following policies should be considered by the City. These policies are intended to guide the development of implementation actions.

#### *4.1 Provide for measures to reduce noise impacts from transportation noise sources. These measures include:*

- Construct barriers to mitigate sound emissions where necessary or where feasible.
- Ensure the inclusion of noise mitigation measures in the design of road improvement projects in Cypress.

- Reduce transportation noise through proper design and coordination of transportation routing.

# FIGURE 4 EXAMPLES OF NOISE BARRIER EFFECT



NOT TO SCALE



**TABLE 1**  
**LAND USE NOISE COMPATIBILITY MATRIX**

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL CNEL						
CATEGORIES	USES	<55	60	65	70	75	80>	
RESIDENTIAL	Single Family, Duplex, Multiple Family	A	A	B	B	C	D	D
RESIDENTIAL	Mobile Home	A	A	B	C	C	D	D
COMMERCIAL Regional, District	Hotel, Motel, Transient Lodging	A	A	B	B	C	C	D
COMMERCIAL Regional, Village District, Special	Commercial Retail, Bank Restaurant, Movie Theatre	A	A	A	A	B	B	C
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Office Building, Research and Development, Professional Offices, City Office Building	A	A	A	B	B	C	D
COMMERCIAL Recreation INSTITUTIONAL Civic Center	Amphitheatre, Concert Hall Auditorium, Meeting Hall	B	B	C	C	D	D	D
COMMERCIAL Recreation	Childrens Amusement Park, Miniature Golf Course, Go-cart Track, Equestrian Center, Sports Club	A	A	A	B	B	D	D
COMMERCIAL General, Special INDUSTRIAL, INSTITUTIONAL	Automobile Service Station, Auto Dealership, Manufacturing, Warehousing, Wholesale, Utilities	A	A	A	A	B	B	B
INSTITUTIONAL General	Hospital, Church, Library Schools' Classroom	A	A	B	C	C	D	D
OPEN SPACE	Parks	A	A	A	B	C	D	D
OPEN SPACE	Golf Course, Cemeteries, Nature Centers Wildlife Reserves, Wildlife Habitat	A	A	A	A	B	C	C
AGRICULTURE	Agriculture	A	A	A	A	A	A	A

### INTERPRETATION

#### ZONE A CLEARLY COMPATIBLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

#### ZONE B NORMALLY COMPATIBLE

New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

#### ZONE C NORMALLY INCOMPATIBLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

#### ZONE D CLEARLY INCOMPATIBLE

New construction or development should generally not be undertaken.

\* Construction of new residential uses will not be allowed in the 65 CNEL for airport noise specifically (Zones B, C & D).

**TABLE 2**  
**INTERIOR AND EXTERIOR NOISE STANDARDS**

LAND USE CATEGORIES		ENERGY AVERAGE CNEL	
<u>CATEGORIES</u>	<u>USES</u>	INTERIOR <sup>1</sup>	EXTERIOR <sup>2</sup>
RESIDENTIAL	Single Family, Duplex, Multiple Family	45 <sup>3</sup>	65
	Mobile Home	----	65 <sup>4</sup>
COMMERCIAL INDUSTRIAL INSTITUTIONAL	Hotel, Motel, Transient Lodging	45	65 <sup>5</sup>
	Commercial Retail, Bank Restaurant	55	----
	Office Building, Research and Development, Professional Offices, City Office Building	45	----
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	----
	Gymnasium (Multipurpose)	50	----
	Sports Club	55	----
	Manufacturing, Warehousing, Wholesale, Utilities	65	----
	Movie Theatres	45	----
INSTITUTIONAL	Hospital, Schools' classroom	45	65
	Church, Library	45	----
OPEN SPACE	Parks	----	65

### INTERPRETATION

- Indoor environment excluding: Bathrooms, toilets, closets, corridors.
- Outdoor environment limited to: Private yard of single family  
Multi-family private patio or balcony which is served by a means of exit from inside.  
Mobile home Park  
Hospital patio  
Park's picnic area  
School's playground  
Hotel and motel recreation area
- Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
- Exterior noise level should be such that interior noise level will not exceed 45 CNEL.
- Except those areas affected by aircraft noise.

NOTE: THIS TABLE IS FUNCTIONALLY EQUIVALENT TO PREVIOUS NOISE ELEMENT L<sub>dn</sub> STANDARD.

- Ensure the effective enforcement of City, State and Federal noise levels by all appropriate city divisions.
- Ensure that the Zoning Element, Circulation Element and Land-Use Element of the General Plan fully integrate the policies adopted as part of this Noise Element.

***4.2 Incorporate noise considerations into land use planning decisions. These measures will be achieved through the following programs:***

- Establish acceptable limits of noise for various land uses throughout the community.
- Ensure acceptable noise levels near schools, hospitals, convalescent homes, and other noise sensitive areas.
- Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.
- Encourage acoustical design in new construction.

***4.3 Develop measures to control non-transportation noise impacts.***

- Continue use of the Noise Ordinance and make public more aware of its utility.
- Resolve existing and potential conflicts between various noise sources and other human activities.
- Evaluate noise generated by construction activities.
- Establish and maintain coordination among the city agencies involved in noise abatement.

## **5.0 INVENTORY OF CURRENT AND FORECAST CONDITIONS**

This section contains a detailed description of the current and projected noise environment within the City. This description of the noise environment is based on an identification of noise sources and noise sensitive land uses, a community noise measurement survey and noise contour maps.

To define the noise exposure, this section of the report first identifies the major sources of noise in the community. The sources of noise in Cypress include major arterial roadways, two railroads, a military airport, and industrial and commercial centers. To completely assess the noise environment in the City, noise sensitive receptors must also be identified. As mandated by the State, noise sensitive receptors include, but are not limited to, areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, places of worship, or any other land use areas deemed noise sensitive by the local jurisdiction.



Based upon the identification of the major noise sources and the location of sensitive receptors (see Figure 5), a noise measurement survey was conducted. The function of the survey is threefold. The first is to determine the existing noise levels at noise sensitive land uses. The second function is to provide empirical data for the correlation and validation of the computer modeled noise environment. A third important aspect of the survey is to obtain an accurate description of the ambient noise levels in various communities throughout the City. The Technical Appendix to this Element provides a complete description of a series of comprehensive noise measurements made throughout Cypress.

Noise contours for all of the major noise sources in Cypress were developed for existing conditions and future conditions. These contours were determined from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL). The existing conditions scenario was derived from 1985 traffic levels and environmental conditions. Future conditions are presented for the 20 year time period of 2005.

### *5.1 Sources of Noise*

The most common sources of noise in urban areas are transportation related noise sources. These include automobiles, trucks, motorcycles, railroads, and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events which often create a sustained noise level and its proximity to areas sensitive to noise exposure. Railroad, helicopter, and fixed wing aircraft operations, though infrequent, may generate high noise levels that can be disruptive to human activity.

The City of Cypress is not affected by a major freeway but is traversed by several major arterial roadways. The major arterials in the City include Crescent Avenue, Lincoln Avenue, Orange Avenue, Ball Road, Cerritos Avenue, Katella Avenue, Oranewood Avenue, Bloomfield Street, Denni Street, Moody Street, Walker Street, Valley View, Holder Street, and Knott Street. The City is also traversed by Southern Pacific Railroad lines with relatively low operations.

There is one airport that impacts Cypress and that is the Armed Forces Reserve Center Los Alamitos Army Airfield, a military facility located at the southern boundary of the City.

The Los Alamitos Racetrack is not a major noise source in and of itself. That is, the crowd noise and public address system noise are not heard off the racetrack property. However, motor vehicle traffic associated with the track is audible and is considered a part of the total vehicle traffic that is addressed as a major topic of this Noise Element.

Stationary noise sources include industrial and commercial centers such as manufacturing plants, commercial office facilities and shopping centers.

### *5.2 Noise Sensitive Receptors*

The City of Cypress has a number of public and private educational facilities and other facilities that are considered noise sensitive. The location of these facilities are shown on Figure 5. The distribution of these facilities varies from quiet residential areas to major arterial roadways.

### *5.3 Community Noise Measurement Survey*

The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The noise measurement survey was conducted at locations which closely correspond to many





locations previously measured as part of the previous Noise Element study for the City of Cypress (Reference, Olson Laboratories, "Cypress Noise Element," February 1975). Each site was monitored for a minimum of 15 minutes with longer measurements (all day) at locations near the helicopter flight tracks where the events are sporadic. The results of the survey and the methodology used in the measurements are summarized in the Technical Appendix.

#### ***5.4 Community Noise Contours***

The noise contours for the City of Cypress were presented in Figures 1 and 2 for 1985 and 2005 conditions respectively. The contours are based on the existing and future conditions of traffic volume, railroad activities, and other sources of noise in the community. The methodology used for computing the noise contours is presented in the Technical Appendix.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the maps are the 60 and 65 dB CNEL noise level. The noise contours presented should be used as a guide for land use planning. The 60 dB CNEL contour defines the Noise Referral Zone. This is the noise level for which noise considerations should be included when making land use policy decisions. The 65 dB CNEL contour describes the area for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Element are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in tabularized format in the Technical Appendix. Topography and intervening buildings or barriers have a very complex effect on the propagation of noise, and therefore noise contours. No new residential development should be permitted inside the aircraft generated 65 CNEL contour.

#### ***5.5 Summary of Noise Exposure***

The sources of noise in Cypress fall into four basic categories. These are: major and minor arterial roadways, railroad, airport and stationary sources. Each of these sources and their impacts on the noise environment of Cypress are summarized in the following paragraphs.

***Major and Minor Arterial Roadways.*** Traffic noise on surface streets is a significant source of noise within the community. The major roadways in the City include Crescent Avenue, Lincoln Avenue, Orange Avenue, Ball Road, Cerritos Avenue, Katella Avenue, Orangewood Avenue, Bloomfield Street, Denni Street, Moody Street, Walker Street, Valley View Street, Holder Street, and Knott Street. Noise levels along roadways are affected by a number of traffic characteristics. Most important is the average daily traffic (ADT). Additional factors include the percentage of trucks, vehicle speed, the time distribution of this traffic and gradient of the roadway.

***Railroads.*** The Southern Pacific Transportation Company has two railroad lines that pass through the City. The level of traffic on these lines is relatively low. The line running parallel to Katella averages about 2 trains per day (one eastbound and one westbound).

***Airports.*** The Armed Forces Reserve Center Los Alamitos Army Airfield is located just south of the City of Cypress. This was formerly the Los Alamitos Naval Air Station.

The base averages about 11 landings per day of helicopters (UH-1, CH-53 and AH-1), and about one transport landing every five days (C-141 or C-5) along approaches passing over Cypress. At present, the base averages a total of 108,000 operations per year, which includes helicopters, jet trainers, and large transport airplane landings and takeoffs.

**Stationary Sources.** The City has a few sources of stationary noise. Most of the heavy equipment that operates in the City is construction related and therefore of short duration. The major stationary noise concern is manufacturing facilities which back-up to or are adjacent to residential property lines. Commercial activities, in particular loading and unloading of goods at shopping centers, are also a noise concern.

## 6.0 IMPLEMENTATION

In order to achieve the goals and objectives of the Noise Element, an effective implementation program developed within the constraints of the City's financial and staffing capabilities is necessary. The underlying purpose is to reduce the number of people exposed to excessive noise and to minimize the future effect of noise in the City. Following are the policies that the City should consider implementing to control the impacts of noise in Cypress.

**Issue 1 - Transportation Noise Control** - The most efficient and effective means of controlling noise from transportation systems is reducing noise at the source. However, since the City has little direct control over source noise levels because of State and Federal preemption (i.e. State Motor Vehicle Noise Standards and Federal Air Regulations), policies should be focused on reducing the impact of the noise on the community. Cooperative efforts with State and Federal offices are essential.

- Action 1** To ensure the employment of noise mitigation measures in the design of arterial road improvement projects consistent with funding capability.
- Action 2** Encourage the use of walls and berms in the design of residential or other noise sensitive land uses that are adjacent to major roads or railroads.
- Action 3** Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.
- Action 4** Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through coordination with the California Highway Patrol and Cypress Police Department.
- Action 5** Coordinate all land use planning and design efforts in the environs of the Los Alamitos Army Airfield to be consistent with the noise levels for the airport. Noise sensitive land uses should be prohibited inside the 65 CNEL contour projected for the airport and all noise sensitive land uses inside the 60 CNEL contour should be designed to mitigate airport noise.



**Issue 2 - Noise and Land Use Planning Integration.** Community noise considerations are to be incorporated into land use planning. These measures are intended to prevent future noise and land-use incompatibilities.

**Action 6** Establish standards that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts. Table 1 showed criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the bases for the development of specific Noise Standards. These standards, presented in Table 2, define the City policies related to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure noise integrated planning for compatibility between land uses and outdoor noise.

**Action 7** Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. The noise referral zones identified in Figures 1, 2 and 3 (areas exposed to noise levels greater than 60 dB CNEL) can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures (including site planning and architectural design) are included such that the standards contained in this Element are met in accordance with Table 2.

**Action 8** Enforce the State of California Uniform Building Code provisions that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL. The Noise Referral Zones (60 dB CNEL) can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that "*Interior community noise levels (CNEL/LDN) with windows closed, attributable to exterior sources shall not exceed an annual CNEL or LDN of 45 dB in any habitable room.*" The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City should also, as a matter of policy, apply this standard to single family dwellings.

**Issue 3 - Community Noise Control for Non-Transportation Noise Sources.** The focus of control of noise from non-transportation sources is the Community Noise Ordinance. The ordinance can be used to protect people from noise generated on adjacent properties.

**Action 9** Continue application of the noise ordinance to ensure that City residents are not exposed to excessive noise levels from stationary noise sources. A copy of the Noise Ordinance is contained in the Technical Appendix. The purpose of the ordinance is to protect people from non-transportation related noise sources such as music, machinery, pumps and air conditioners. The Noise Ordinance does not apply to motor vehicle noise on public streets or to any aircraft. The Noise Ordinance is designed to protect quiet residential areas from stationary noise

sources. The noise levels encouraged by the ordinance are typical of a quiet residential area.

- Action 10** Enforce the community Noise Ordinance. The most effective method to control community noise impacts from non-transportation noise sources is through application of the community noise ordinance. It would be a good policy to notify applicants for building permits that include mechanical equipment of the existence of the Noise Ordinance. Examples would include applicants for pools, spas, or air conditioners in which mechanical equipment is located near residential property lines.
- Action 11** Limit the hours of construction activity in residential areas in order to reduce the intrusion of noise in the early morning and late evening hours and on weekends and holidays (see Noise Ordinance for specific hours). Ensure adequate noise control measures at all construction sites through the provision of mufflers and the physical separation of machinery maintenance areas from adjacent residential uses.
- Action 12** Ensure the continued operation of noise enforcement efforts of the City through the Orange County Health Officer acting as the noise control coordinator for the City.
- Action 13** Limit delivery hours for stores with loading areas or docks fronting, siding, bordering, or gaining access on driveways adjacent to noise sensitive areas. Exemption from this restriction should be based solely on full compliance with the nighttime noise limits in the Noise Ordinance.



## 7.0 GLOSSARY

**A-WEIGHTED SOUND LEVEL.** The sound pressure level in decibels as measured on a sound level meter using the A-Weighted filter network. The A-Weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgement of loudness.

**AMBIENT NOISE LEVEL.** The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

**COMMUNITY NOISE EQUIVALENT LEVEL (CNEL).** The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

**DAY-NIGHT AVERAGE LEVEL (LDN).** The average equivalent A-Weighted sound level during a 24-hour day, obtained after addition of ten (10) decibels to sound levels in the night before 7 a.m. and after 10 p.m.

**DECIBEL (dB).** A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

**dBA.** A-weighted sound level (see definition above)

**EQUIVALENT SOUND LEVEL (LEQ).** The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

**FREQUENCY.** The number of times per second that a sound pressure signal oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

**INTRUSIVE NOISE.** That noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

**L10.** The A-Weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

**NOISE.** Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

**NOISE ATTENUATION.** The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room and another. Noise attenuation is specified in decibels.

**NOISE EXPOSURE CONTOURS.** Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and Ldn are typical metrics used.

**NOISE REFERRAL ZONES.** Such zones are defined as the area within the contour defining a CNEL level of 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and , in some cases, preempt local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB CNEL or more should be evaluated on a project specific basis.

**NOISE SENSITIVE LAND USE.** Those specific land uses which have associated indoor and/or outdoor human activities that may be subject to stress and/or significant interference from noise produced by community sound sources. Such human activity typically occurs daily for continuous periods of 24 hours or is of such a nature that noise is significantly disruptive to activities that occur for short periods. Specifically, noise sensitive land uses include: residences of all types, hospitals, rest homes, convalescent hospitals places of worship and schools.

**SOUND LEVEL (NOISE LEVEL).** The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

**SOUND LEVEL METER.** An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

CYPRESS NOISE ELEMENT

## TECHNICAL APPENDIX

## CYPRESS NOISE ELEMENT - TECHNICAL APPENDIX

The State of California has mandated that each county and city prepare a Noise Element as part of its General Plan. Section 65302(g) of the California Government Code requires specifically:

*"(g) A Noise Element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:*

*Highways and freeways.*

*Primary arterials and major local streets.*

*Passenger and freight on-line railroad operations and ground rapid transit systems.*

*Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.*

*Local industrial plants, including, but not limited to, railroad classification yards.*

*Other ground stationary noise sources identified by local agencies as contributing to the community noise environment.*

*Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (LDN). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise. The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards."*

The State Guidelines for Preparation and Content of Noise Elements of the General Plan indicates that the Noise Element should present the noise environment in terms of noise contours. For those areas identified as containing noise sensitive facilities, the noise environment is determined by monitoring. The purpose of this Technical Appendix is to provide background and supporting information for the Cypress Noise Element. This Appendix contains background information on noise, health effects of noise, noise assessment criteria, methodology, measurement and modeling results.



## 1.0 BACKGROUND ON NOISE

**1.1 Noise Definitions.** Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the Decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud; and 20 dBA higher four times as loud; and so forth. Everyday sounds normally ranges from 30 dB (very quiet) to 100 dB (very loud). Examples of various sound levels in different environments are shown in Figure A1.

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narratives:

**HEARING LOSS** is not a concern in community noise problems of this type. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments. Noise levels in neighborhoods, even in very noisy airport environs, are not sufficiently loud to cause hearing loss.

**SPEECH INTERFERENCE** is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level. Figure A2 shows the impact of noise and speech interference.

**SLEEP INTERFERENCE** is a major noise concern because sleep is the most noise sensitive human activity. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Note that sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.

**PHYSIOLOGICAL RESPONSES** are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are sign of harm.

**ANNOYANCE** is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person



# FIGURE A1

## EXAMPLES OF TYPICAL SOUND LEVELS

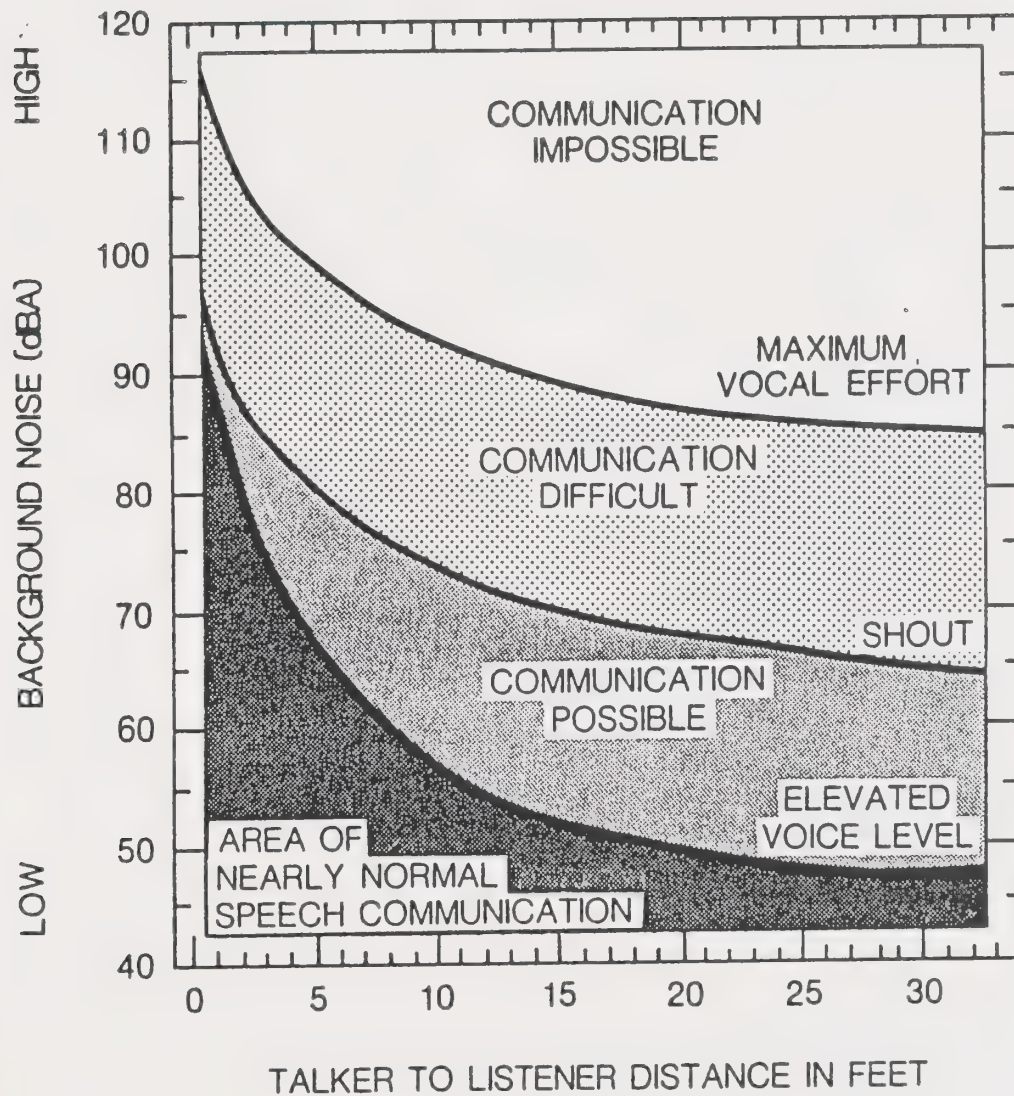
*SOUND LEVELS AND LOUDNESS OF ILLUSTRATIVE NOISES IN INDOOR AND OUTDOOR ENVIRONMENTS*  
(A-Scale Weighted Sound Levels)

dB(A)	OVER-ALL LEVEL Sound Pressure Level Approx. 0.0002 Microbar	COMMUNITY (Outdoor)	HOME OR INDUSTRY	LOUDNESS Human Judgement of Different Sound Levels
130	UNCOMFORTABLY	Military Jet Aircraft Take-Off With After-burner From Aircraft Carrier @ 50 Ft. (130)	Oxygen Torch (121)	120 dB(A) 32 Times as Loud
120 110	LOUD	Turbo-Fan Aircraft @ Take Off Power @ 200 Ft. (90)	Riveting Machine (110) Rock-N-Roll Band (108-114)	110 dB(A) 16 Times as Loud
100	VERY	Jet Flyover @ 1000 Ft. (103) Boeing 707, DC-8 @ 6080 Ft. Before Landing (106) Bell J-2A Helicopter @ 100 Ft. (100)		100 dB(A) 8 Times as Loud
90	LOUD	Power Mower (96) Boeing 737, DC-9 @ 6080 Ft. Before Landing (97) Motorcycle @ 25 Ft. (90)	Newspaper Press (97)	90 dB(A) 4 Times as Loud
80		Car Wash @ 20 Ft. (89) Prop. Airplane Flyover @ 1000 Ft. (88) Diesel Truck, 40 MPH @ 50 Ft. (84) Diesel Train, 45 MPH @ 100 Ft. (83)	Food Blender (88) Milling Machine (85) Garbage Disposal (80)	80 dB(A) 2 Times as Loud
70	MODERATELY LOUD	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 Ft. (77) Freeway @ 50 Ft. From Pavement Edge, 10:00 AM (76 +or- 6)	Living Room Music (76) TV-Audio, Vacuum Cleaner	70 dB(A)
60		Air Conditioning Unit @ 100 Ft. (60)	Cash Register @ 10 Ft. (65-70) Electric Typewriter @ 10 Ft. (64) Dishwasher (Rinse) @ 10 Ft. (60) Conversation (60)	60 dB(A) 1/2 as Loud
50	QUIET	Large Transformers @ 100 Ft. (50)		50 dB(A) 1/4 as Loud
40		Bird Calls (44) Lower Limit Urban Ambient Sound (40)		40 dB(A) 1/8 as Loud
	JUST AUDIBLE	(dB(A) Scale Interrupted)		
10	THRESHOLD OF HEARING			

SOURCE: Reproduced from Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*,  
Published by the City of Los Angeles, 1970, p.2.

FIGURE A2

## EFFECTS OF NOISE ON SPEECH INTERFERENCE



to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability.

**1.2 Noise Metrics and Assessment Criteria.** Community noise is generally not steady state and varies with time. Under conditions of non-steady state noise, some type of statistical metric is necessary in order to quantify noise exposure over a long period of time. Several rating scales have been developed for describing the effects of noise on people. They are designed to account for the above known effects of noise on people.

Based on these effects, the observation has been made that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. These scales are the: Equivalent Noise Level (LEQ), the Day Night Noise Level (LDN), and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs.

**LEQ** is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. LEQ is the "energy" average noise level during the time period of the sample. LEQ can be measured for any time period, but is typically measured for 15 minutes, 1 hour or 24-hours.

**LDN** is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. In the LDN scale, those events that take place during the night (10 pm to 7 am) are penalized by 10 dB. This penalty was selected to attempt to account for increased human sensitivity to noise during the quieter period of a day, where sleep is the most probable activity.

**CNEL** is similar to the LDN scale except that it includes an additional 5 dBA penalty for events that occur during the evening (7pm to 10pm) time period. Either LDN or CNEL may be used to identify community noise impacts within the Noise Element.

The public reaction to different noise levels varies from community to community. Extensive research has been conducted on human responses to exposure of different levels of noise. Figure A3 relates CNEL noise levels to community response from some of these surveys. Community noise standards are derived from tradeoffs between community response surveys, such as this, and economic considerations for achieving these levels.

Intermittent or occasional noise such as those associated with stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scales such as the CNEL scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). The Percent Noise Level is the level exceeded X% of the time during the measurement period. Examples of various noise environments in terms of the Percent Noise Levels are shown in Figure A4.

Noise Ordinances are typically specified in terms of the percent noise levels. Ordinances are designed to protect people from non-transportation related noise sources such as music, machinery and vehicular traffic on private property. Noise Ordinances do not apply to motor vehicle noise on public streets, aircraft or other transportation related noise sources that are preempted by the State or Federal government.



FIGURE A3  
COMMUNITY REACTION SURVEYS

COMMUNITY  
REACTION

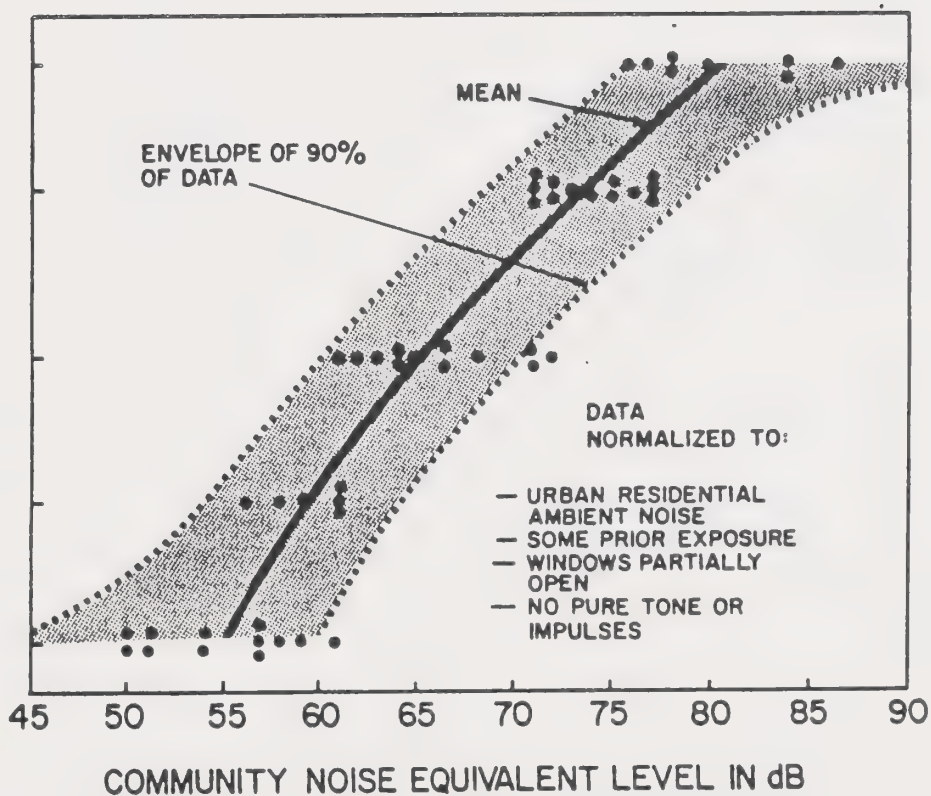
VIGOROUS  
COMMUNITY  
ACTION

SEVERAL  
THREATS  
OF LEGAL  
ACTION, OR  
STRONG  
APPEALS  
TO LOCAL  
OFFICIALS TO  
STOP NOISE

WIDESPREAD  
COMPLAINTS  
OR SINGLE  
THREAT OF  
LEGAL ACTION

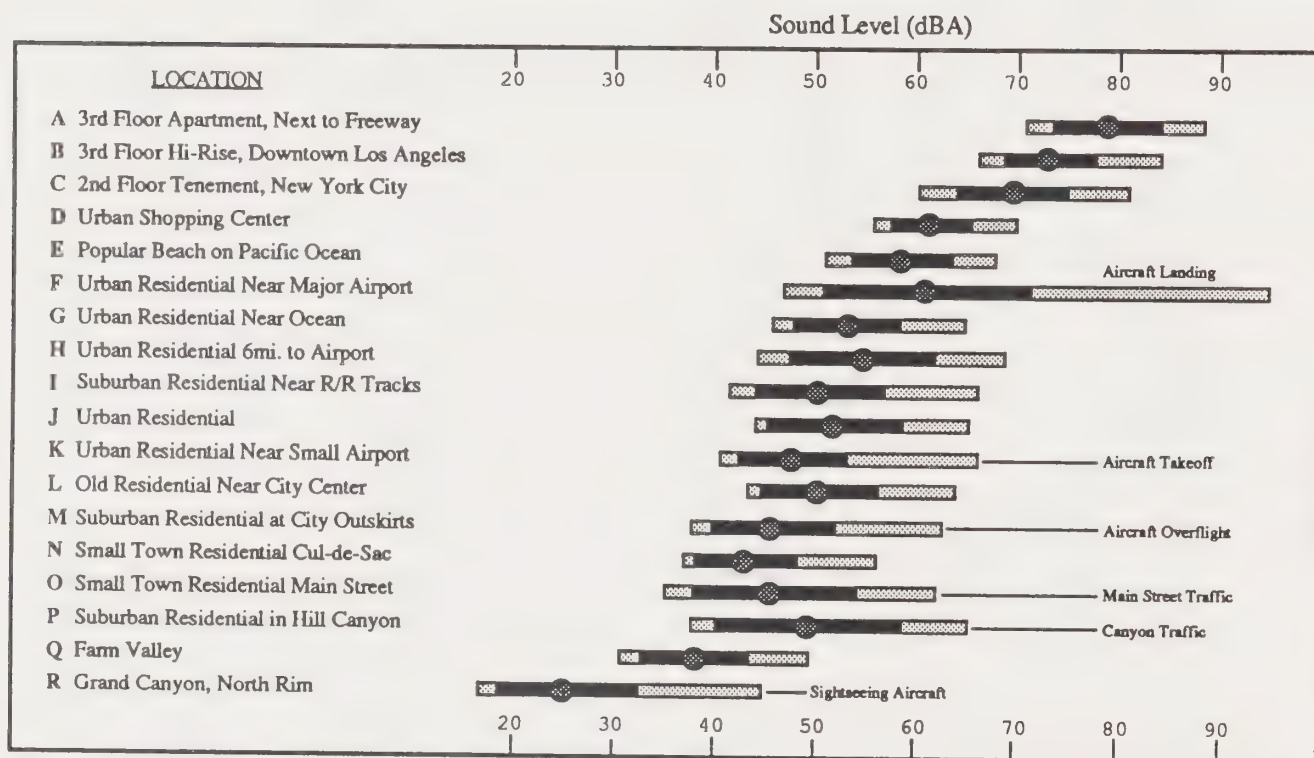
SPORADIC  
COMPLAINTS

NO REACTION,  
ALTHOUGH  
NOISE IS  
GENERALLY  
NOTICEABLE

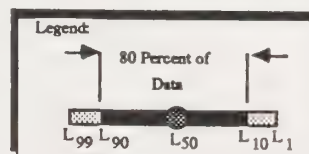


# FIGURE A4

## Examples of Daytime Outdoor Noise Levels



SOURCE: Community Noise, EPA, 1971





**1.3 Noise/Land Use Compatibility Guidelines.** The purpose of this section is to present information regarding the compatibility of various land uses with environmental noise. It is from these guidelines and standards, that the City of Cypress Noise Criteria and Standards have been developed. Noise/Land use guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration, the Environmental Protection Agency, the Department of Housing and Urban Development, the American National Standards Institute and the State of California. These guidelines, presented in the following paragraphs, are all based upon cumulative noise criteria such as LEQ, LDN or CNEL.

The ENVIRONMENTAL PROTECTION AGENCY published in March 1974 a very important document entitled "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare With an Adequate Margin of Safety" (EPA 550/9-74-004). Figure A5 presents a table of land uses and requisite noise levels. In this table, 55 LDN is described as the requisite level with an adequate margin of safety for areas with outdoor uses, this includes residences, and recreational areas. The EPA "levels document" does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

The FEDERAL HIGHWAY ADMINISTRATION (FHWA) has adopted and published noise abatement criteria for highway construction projects. The noise abatement criteria specified by the FHWA are presented in Figure A6 in terms of the maximum one hour Noise Equivalent Level (LEQ). The FHWA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 LEQ and an interior goal for residences of 52 LEQ. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

The STATE OF CALIFORNIA requires each City and County to adopt Noise Elements of their General Plans. Such Noise Elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan," (Office of Noise Control, California Department of Health, February 1976). Figure A7 presents this recommended matrix.

## 2.0 METHODOLOGY

The noise environment in Cypress was determined through a comprehensive noise measurement survey of existing noise sources and incorporating these results into computer noise models (it is, of course, impossible to measure future noise levels so we must rely on computer noise models for future noise estimates). The noise environment is commonly presented graphically in terms of lines of equal noise levels, or noise contours. The following paragraphs detail the methodology used in the measurement survey and computer modeling of these results into noise contours.

### 2.1 Measurement Procedure.

The noise measurements used in this 1986 update of the noise element were selected to identify community noise levels due to general community noise and set of 3 special

locations for the measurement of helicopter noise. The noise measurement locations were

FIGURE A5

## ENVIRONMENTAL PROTECTION AGENCY GUIDELINES

	Measure	Indoor Activity Inter- ference	Hearing Loss Conside- ration	To Protect Against Both Ef- fects (b)	Outdoor Activity Inter- ference	Hearing Loss Conside- ration	To Protect Against Both Ef- fects (b)
Residential with Out- side Space and Farm Residences	$L_{dn}$	45		45	55		55
	$L_{eq}(24)$		70			70	
Residential with No Outside Space	$L_{dn}$	45		45			
	$L_{eq}(24)$		70				
Commercial	$L_{eq}(24)$	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	$L_{eq}(24)$	(a)	70	(a)			
Industrial	$L_{eq}(24)(d)$	(a)	70	70(c)	(a)	70	70(c)
Hospitals	$L_{dn}$	45		45	55		55
	$L_{eq}(24)$		70			70	
Educational	$L_{eq}(24)$	45		45	55		55
	$L_{eq}(24)(d)$		70			70	
Recreational Areas	$L_{eq}(24)$	(a)	70	70(c)	(a)	70	70(c)
Farm Land and General Unpopulated Land	$L_{eq}(24)$				(a)	70	70(c)

Code:

- a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity. (See Figure D-2 for noise levels as a function of distance which allow satisfactory communication.)
- b. Based on lowest level.
- c. Based only on hearing loss.
- d. An  $L_{eq}(8)$  of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an  $L_{eq}$  of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

\*Refers to energy rather than arithmetic averages.

SOURCE : EPA

## FIGURE A6

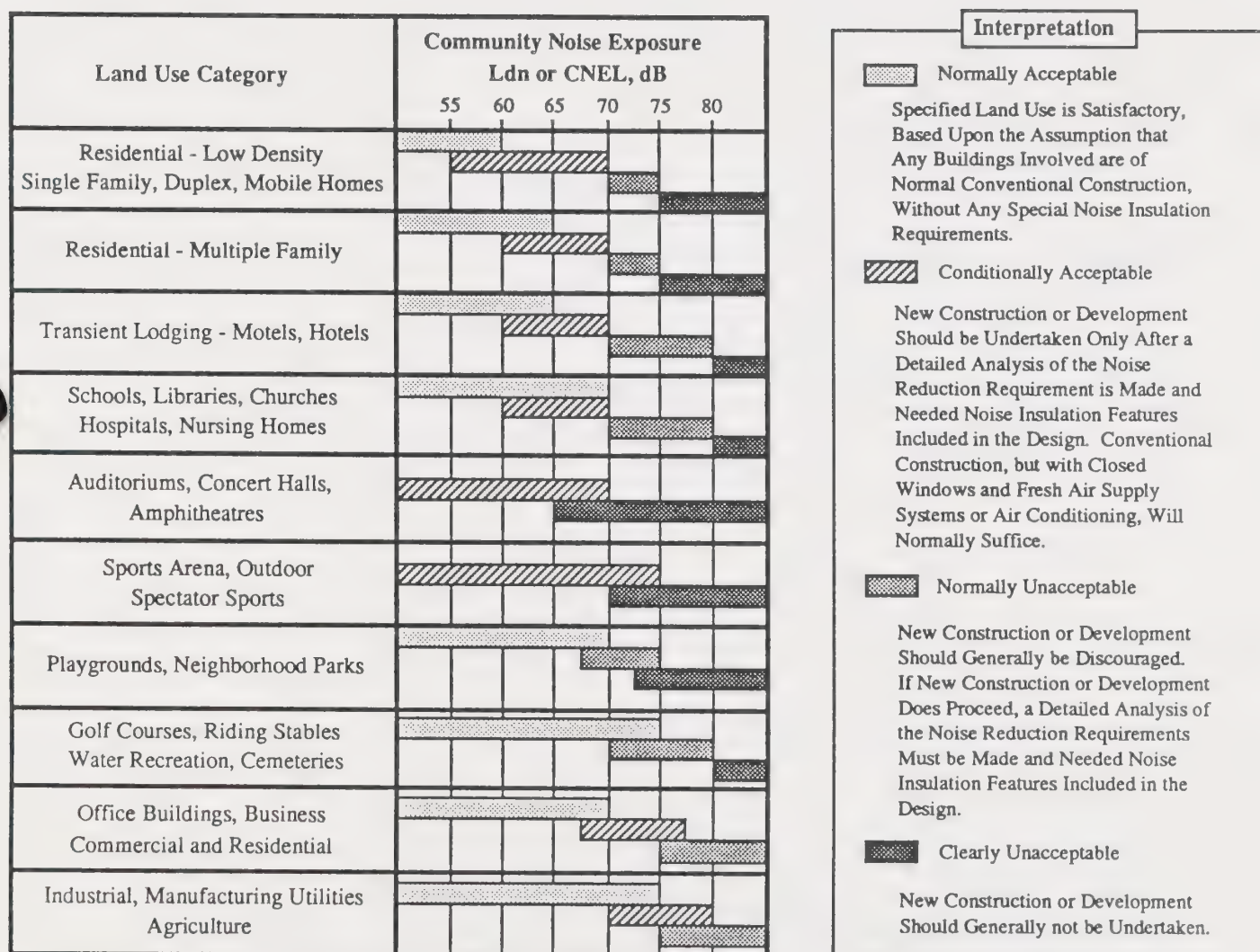
## FHWA NOISE ABATEMENT CRITERIA

ACTIVITY CATEGORY	DESIGN NOISE LEVEL -LEQ	DESCRIPTION OF ACTIVITY CATEGORY
A	57 (exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet
B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (exterior)	Developed lands, properties or activities not included in Category A or B above.
D	-	For requirements of undeveloped lands see FHWA PPM 773.
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.



# FIGURE A7

## California Land Use Compatibility Studies





largely selected to update measurements done in the old 1975 Noise Element. Noise measurement sites were proposed by the consultant and reviewed by City staff. City staff requested the minor movement of one location and the addition of one more location. These were accommodated as requested. Figure A8 shows the noise measurement locations. Locations L, M, and N were the helicopter noise measurement locations. For the helicopter sites, a noise monitor and technician spent one full day at the site recording helicopter flyover data. At each of the other 13 sites a variety of noise sources were measured, including any noise source that happened to occur during the 15 minute sample period. The following equipment was used to measure the community noise levels in the City of Cypress:

- Digital Acoustics Model 607P Version 3 Portable Noise Monitor
- General Radio Model 9600 Preamplifier
- General Radio 1/2 inch Electret Microphone
- General Radio Model 1562-A Sound Level Calibrator with current certification

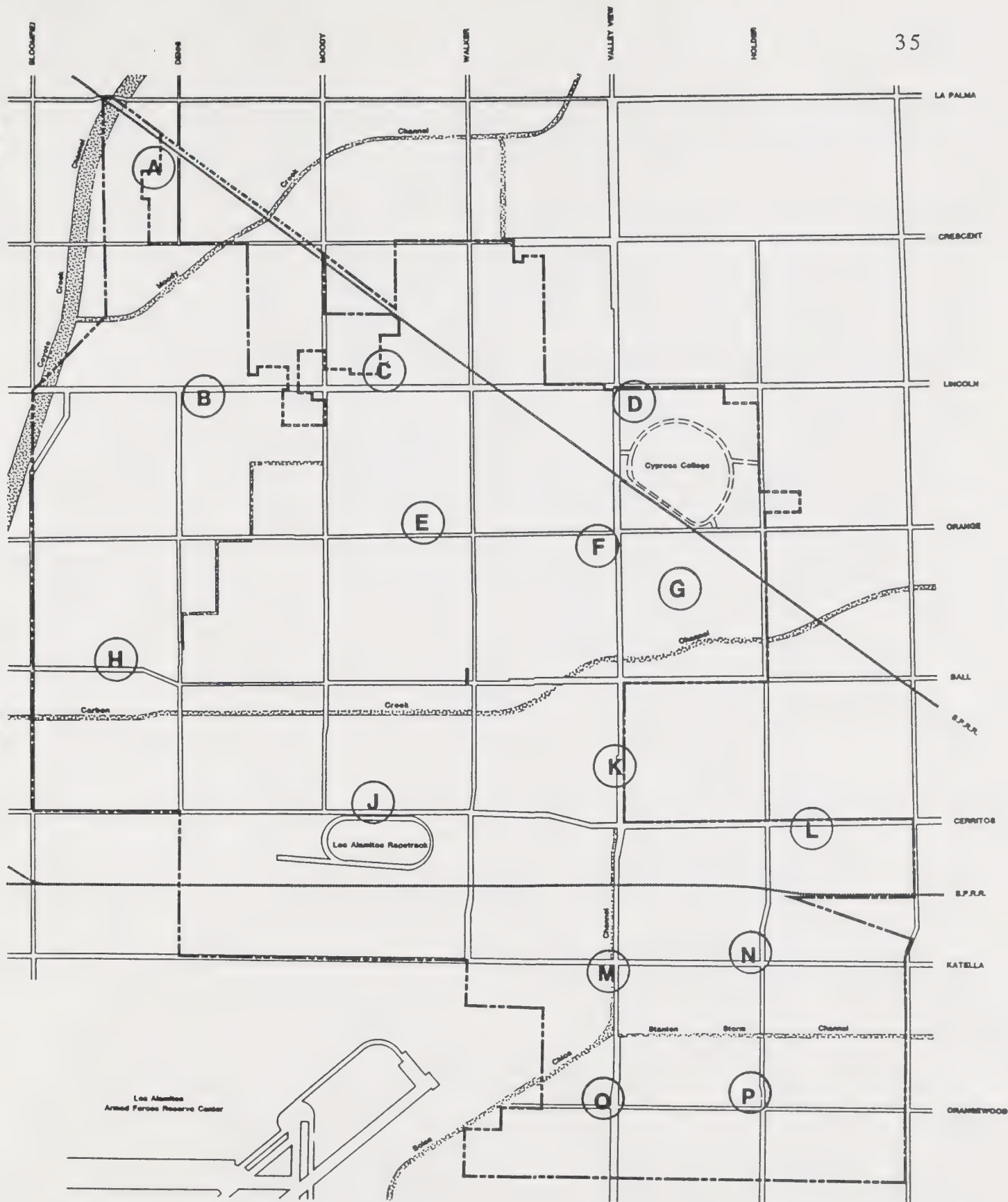
## 2.2 Computer Modeling.

The traffic noise levels projected in the Noise Element were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the LEQ noise level. A computer code has been written which computes equivalent noise levels for each of the time periods used in CNEL. Weighting these noise levels and summing them results in the CNEL for the traffic projections used. The traffic data used to project these noise levels are derived from the Circulation Element for the City. The traffic mixes and time distributions for the arterials are presented in Table A1. The traffic mix data for the arterials are based on measurements for roadways in Southern California and are considered typical for arterials in this area.

Table A1  
TRAFFIC MIX FOR ARTERIALS

	PERCENT OF AVERAGE DAILY TRIPS		
	DAY	EVENING	NIGHT
Automobile	75.51	12.57	9.34
Medium Truck	1.56	0.09	0.19
Heavy Truck	0.64	0.02	0.08

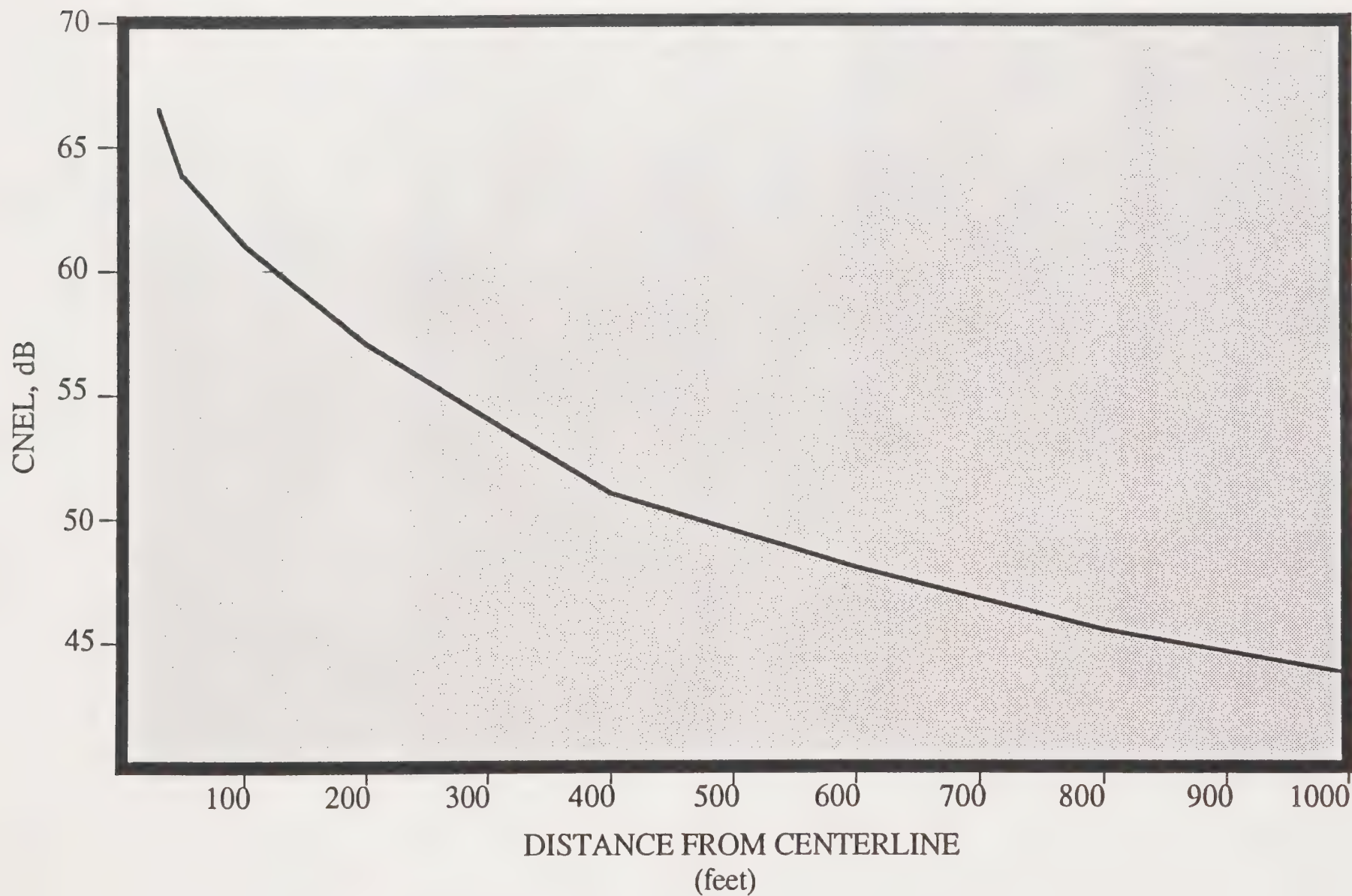
The noise exposure from railroad operations is derived from the Wyle model "Assessment of Noise Environments Around Railroad Operations" (Wyle Laboratory Report WCR 73-5, July 1973). Evaluation of the noise environment resulting from train operations may be segregated into two categories, the noise from the power plant (locomotive) and the noise produced by rolling stock (individual rail cars). The noise from the locomotives (diesel) results primarily from the engine exhaust with contributions from the vibration of structural components of the unit. The noise from individual rail cars is produced by the wheel/rail interaction and the vibration of wheel assemblies. Data inputs to the model include: velocity, number of cars per train, number of trains, time distribution of these trains, and grade of track. From these input data, CNEL noise levels at various distances from the rail line can be computed. Data on railroad operations were obtained from the Southern Pacific Railroad Company.



### LEGEND

Measurement Sites A-K and O-P were used to monitor general community noise. Sites L, M and N were used to monitor helicopter noise.

FIGURE A-8  
NOISE MEASUREMENT LOCATIONS



## TRAIN NOISE LEVELS

FIGURE A9



Railroad operational assumptions estimated by the Southern Pacific Railroad Company, were 2 operations per day (one in each direction). Figure A9 plots the CNEL level for train noise as a function of distance from the track for these operations data.

### *2.3 Los Alamitos Army Airfield Noise.*

Information on the helicopter and transport aircraft operations at nearby Los Alamitos AFRC were obtained from the most recent study done for the airfield (reference: "Aircraft Noise Study Armed Forces Reserve Center Los Alamitos Army Airfield," Orange County Environmental Health Care Agency, May 1985). This Health Department report conducted on site noise measurements and presented a detailed study of helicopter noise levels and operation levels. This document was reviewed and 3 days of additional measurements were done as part of this Noise Element update. The base operates approximately 11 helicopter landings per day, all of which can be expected to approach the base over the City of Cypress. The aircraft are primarily UH-1, the CH-53, and AH-1. Occasionally a fixed wing cargo aircraft uses the facility (C-141 or C-5). These aircraft would also be expected to approach the base over the City of Cypress. The noise contours for the airbase were reviewed (Orange County Airport Land Use Commission, "Airport Environs Land Use Plan"). The noise contours used by the ALUC show impact over a very large area including existing residential areas. Neither the noise measurements made as part of this Noise Element Update or the measurements made by the Orange County Health Department indicate noise levels as high as those reflected in the published noise contours for the base. It would appear that the noise contours published for the base account for a larger number of operations than occurred at the base during these noise measurement surveys. It is not possible to critically evaluate the validity of noise contours with the short term measurements made as part of this study or the Health Department study. It should however indicate that if noise becomes a critical issue in this area a more comprehensive noise study may be warranted.

## **3.0 RESULTS**

### *3.1 Measurement Results.*

Table A2 shows the noise measurement results in terms of the Equivalent Noise Level (Leq), the noise level percentiles, and the maximum noise level recorded during the sample for the community noise measurement sites. Primary noise sources and the source of the maximum noise level are identified. Tables A3, A4 and A5 present the noise levels recorded at the helicopter noise measurement locations. The results of the helicopter measurements are reported in terms of the maximum noise levels (Lmax) and Sound Exposure Level (SEL). The Lmax level is obvious, the maximum noise level that occurred during the noise event. The Sound Exposure Level is a more complex measurement of the total acoustic energy content of the noise event. The SEL is a function of the maximum noise level and the duration of the noise event. SEL is always greater than the Lmax. SEL is a "building block" for computing Community Noise Equivalent Levels (CNEL).

### *3.2 Noise Contours.*

The existing and future noise levels in the City were established in terms of the CNEL indices by modeling all of the noise sources for the current traffic and speed characteristics. These results were presented on the contour maps contained within the Noise Element. The results are also presented in tabularized format in Tables A6 and A7

for existing and future conditions respectively. The distances to the CNEL contours for the roadways in the vicinity of Cypress are given in these tables. These represent the distance from the centerline of the road or railroad to the contour value shown. Note that these tables do not include the mitigating effect of noise barriers.



### TABLE A2 NOISE MEASUREMENT RESULTS

[illegible]

TABLE A3  
SITE L NOISE MEASUREMENT RESULTS

	SITE L	
AIRCRAFT NOISE MEASUREMENT RESULTS		
AIRCRAFT	LMAX	SEL
UH-1	66.8	75.4
Two UH-1	63.6	76.1
Private Aircraft	65.8	76.5
UH-1	66.2	76.5
UH-1	69.6	82.9
UH-1	75.7	85.9
UH-1	62.2	69.7
UH-1	66.7	78.1
CH-53	81.4	89.6
CH-53	68.6	78.7
CH-53	68.9	79.8
CH-53	70.6	80.9
CH-53	69.4	79.2
Private Aircraft	62.8	67.7
Two UH-1	67.9	81.6
Private Aircraft	75.6	83.5
UH-1	62.9	69.6
UH-1	69.6	77.9
UH-1	70.6	81.6
UH-1	65.8	77.3
Private Aircraft	72.2	81.6
UH-1	64.3	76.7
Private Aircraft	70.5	79.1
UH-1	73.1	82.1

TABLE A4  
SITE M NOISE MEASUREMENT RESULTS

	SITE M	
AIRCRAFT NOISE MEASUREMENT RESULTS		
AIRCRAFT	LMAX	SEL
UH-1	79.7	90.8
AH-1	68.8	75.3
UH-1	81.8	90.9
UH-1	68.1	77
AH-1	69.4	81.9
UH-1	81	91.7
Private Aircraft	85	86.5
UH-1	68.2	74
UH-1	71.9	77.7
UH-1	71.3	84.2
UH-1	66.5	72
UH-1	66.7	72.5
UH-1	70.2	74.4
UH-1	78.4	86.6
UH-1	68.9	73.5
UH-1	68.2	80.1
Private Aircraft	66.6	75
Two UH-1	76.9	90.6
AH-1	69.9	78.7
UH-1	76	82.7
Two UH-1	78.3	89.5

TABLE A5  
SITE N NOISE MEASUREMENT RESULTS

	SITE N	
AIRCRAFT NOISE MEASUREMENT RESULTS		
AIRCRAFT	LMAX	SEL
Private Aircraft	65.2	74.3
Private Aircraft	70.6	77.7
UH-1	75.7	87.6
Private Aircraft	68.9	71.5
Private Aircraft	65.8	70.2
Private Aircraft	62.3	69.5
Propeller Cargo	67.4	75.7
Propeller Cargo	66.8	77.8
Private Aircraft	62.1	71.2
UH-1	86.2	95.6
UH-1	65.1	76.4
UH-1	71.9	85.6
UH-1	73	85.3

FIGURE A6 ROADWAY NOISE CONTOURS (1985) 43

	AVERAGE											BARRIER		DISTANCE TO CNEL CONTOURS				
	DAILY				VEHICLE SPEED (mph)									CNEL AT	(in feet from centerline)			
ROADWAY	TRAFFIC	HARD	SOFT	25	30	35	40	45	50	55	NOISE	REDUCTION (dB)	100 ft	60 CNEL	65 CNEL	70 CNEL		
Crescent Avenue:																		
West of Moody	8,300		1			1							58.72	82	38	18		
Moody to Walker	10,900		1			1							59.90	99	46	21		
East of Walker	10,500		1			1							59.74	96	45	21		
Lincoln Avenue:																		
Bloomfield to Denni	21,000		1				1						64.16	189	88	41		
Denni to Moody	21,000		1				1						64.16	189	88	41		
Moody to Walker	22,300		1				1						64.42	197	91	42		
Walker to Valley View	19,900		1				1						63.93	183	85	39		
Valley View to Holder	21,400		1				1						64.24	192	89	41		
Orange Avenue:																		
Bloomfield to Denni	5,000		1				1						57.93	73	34	16		
Denni to Moody	7,300		1				1						59.57	94	43	20		
Moody to Walker	9,800		1				1						60.85	114	53	25		
Walker to Valley View	10,800		1				1						61.27	122	56	26		
Valley View to Holder	10,400		1				1						61.11	119	55	26		
Ball Road:																		
Bloomfield to Denni	13,000		1				1						62.08	138	64	30		
Denni to Moody	16,500		1				1						63.11	161	75	35		
Moody to Walker	14,300		1				1						62.49	147	68	32		
Walker to Valley View	17,500		1				1						63.37	168	78	36		
Valley View to Holder	13,000		1				1						62.08	138	64	30		
Cerritos Avenue:																		
Bloomfield to Denni	14,900		1				1						61.26	121	56	26		
Denni to Moody	12,100		1				1						60.36	106	49	23		
Moody to Walker	15,900		1				1						61.54	127	59	27		
Walker to Valley View	14,200		1				1						61.05	118	55	25		
Valley View to Holder	13,100		1				1						60.70	111	52	24		
Holder to Knott	10,800		1				1						59.86	98	45	21		
Katella Avenue:																		
Denni to Moody	31,800		1				1						65.96	250	116	54		
Moody to Walker	31,800		1				1						65.96	250	116	54		
Walker to Valley View	34,500		1				1						66.32	264	122	57		
Valley View to Holder	20,850		1				1						64.13	188	87	41		
Holder to Knott	18,300		1				1						63.56	173	80	37		
Orangewood Avenue:																		
East of Valley View	2,800		1				1						54.00	40	18	9		
Valley View to Holder	8,500		1				1						58.82	83	39	18		
Holder to Knott	5,900		1				1						57.24	65	30	14		
Bloomfield Street:																		
Cerritos to Ball	11,250		1				1						60.04	101	47	22		
Ball to Orange	9,750		1				1						59.42	91	42	20		
Orange to Lincoln	10,000		1				1						59.53	93	43	20		
Denni Street:																		
Cerritos to Ball	4,400		1				1						55.96	54	25	12		
Ball to Orange	5,400		1				1						56.85	62	29	13		
Orange to Lincoln	4,800		1				1						56.34	57	26	12		
Moody Street:																		
Cerritos to Ball	7,600		1				1						58.34	77	36	17		
Ball to Orange	8,200		1				1						58.67	82	38	18		
Orange to Lincoln	10,750		1				1						59.84	98	45	21		
Lincoln to Crescent	15,950		1				1						61.56	127	59	27		
Walker Street:																		
Katella to Cerritos	10,300		1				1						59.66	95	44	20		
Cerritos to Ball	1,085		1				1						49.88	21	10	5		
Ball to Orange	12,100		1				1						60.36	106	49	23		
Orange to Lincoln	13,700		1				1						60.90	115	53	25		
Lincoln to Crescent	11,450		1				1						60.12	102	47	22		
Valley View :																		
South of Orangewood	38,400		1				1						66.78	283	131	61		
Orangewood to Katella	43,900		1				1						67.36	310	144	67		
Katella to Cerritos	29,800		1				1						65.68	239	111	52		
Cerritos to Ball	30,750		1				1						65.82	244	113	53		
Ball to Orange	30,800		1				1						65.82	244	113	53		
Orange to Lincoln	30,300		1				1						65.75	242	112	52		
Holder Street:																		
South of Orangewood	4,600		1				1						56.16	55	26	12		
Orangewood to Katella	1,300		1				1						50.67	24	11	5		
Katella to Cerritos	3,000		1				1						54.30	42	19	9		
Cerritos to Ball	4,000		1				1						55.55	51	23	11		
Ball to Orange	4,000		1				1						55.55	51	23	11		
Orange to Lincoln	8,300		1				1						58.72	82	38	18		
Knott Street:																		
South of Orangewood	21,500		1				1						64.26	192	89	41		
Orangewood to Katella	23,000		1				1						64.56	201	93	43		
Katella to Cerritos	22,200		1				1						64.40	197	91	42		



FIGURE A7 ROADWAY NOISE CONTOURS (FUTURE) 44

ROADWAY	AVERAGE DAILY TRAFFIC	HARD	SOFT	25	VEHICLE SPEED (mph)					BARRIER NOISE REDUCTION (dB)	DISTANCE TO CNEL CONTOURS (in feet from centerline)			
					30	35	40	45	50		CNEL AT 100 ft	60 CNEL	65 CNEL	70 CNEL
Crescent Avenue:														
West of Moody	10,400		1			1					59.70	96	44	21
Moody to Walker	13,800		1			1					60.93	115	54	25
East of Walker	13,000		1			1					60.67	111	51	24
Lincoln Avenue:														
Bloomfield to Denni	28,900		1				1				65.55	234	109	50
Denni to Moody	24,400		1				1				64.81	209	97	45
Moody to Walker	28,000		1				1				65.41	229	106	49
Walker to Valley View	23,500		1				1				64.65	204	95	44
Valley View to Holder	26,900		1				1				65.24	223	104	48
Orange Avenue:														
Bloomfield to Denni	6,700		1				1				59.20	88	41	19
Denni to Moody	8,600		1				1				60.28	104	48	22
Moody to Walker	12,400		1				1				61.87	133	62	29
Walker to Valley View	12,600		1				1				61.94	135	63	29
Valley View to Holder	13,000		1				1				62.08	138	64	30
Ball Road:														
Bloomfield to Denni	16,700		1				1				63.16	163	75	35
Denni to Moody	19,100		1				1				63.75	178	83	38
Moody to Walker	18,100		1				1				63.51	172	80	37
Walker to Valley View	23,600		1				1				64.67	205	95	44
Valley View to Holder	16,400		1				1				63.09	161	75	35
Cerritos Avenue:														
Bloomfield to Denni	20,500		1			1					62.65	150	70	32
Denni to Moody	14,200		1			1					61.05	118	55	25
Moody to Walker	18,800		1			1					62.27	142	66	31
Walker to Valley View	16,800		1			1					61.78	131	61	28
Valley View to Holder	16,400		1			1					61.68	129	60	28
Holder to Knott	11,600		1			1					60.17	103	48	22
Katella Avenue:														
Denni to Moody	42,700		1			1					67.24	304	141	65
Moody to Walker	42,700		1			1					67.24	304	141	65
Walker to Valley View	40,800		1			1					67.04	295	137	64
Valley View to Holder	26,200		1			1					65.12	219	102	47
Holder to Knott	24,800		1			1					64.88	212	98	46
Orangewood Avenue:														
Valley View to Holder	10,800		1			1					59.86	98	45	21
Holder to Knott	6,300		1			1					57.52	68	32	15
Bloomfield Street:														
Cerritos to Ball	18,500		1			1					62.20	140	65	30
Ball to Orange	16,300		1			1					61.65	129	60	28
Orange to Lincoln	19,500		1			1					62.43	145	67	31
Denni Street:														
Cerritos to Ball	7,200		1			1					58.10	75	35	16
Ball to Orange	9,000		1			1					59.07	87	40	19
Orange to Lincoln	9,300		1			1					59.21	89	41	19
Moody Street:														
Cerritos to Ball	12,400		1			1					60.46	107	50	23
Ball to Orange	13,600		1			1					60.87	114	53	25
Orange to Lincoln	20,800		1			1					62.71	152	70	33
Lincoln to Crescent	20,500		1			1					62.65	150	70	32
Walker Street:														
Katella to Cerritos	17,600		1			1					61.99	136	63	29
Cerritos to Ball	19,000		1			1					62.32	143	66	31
Ball to Orange	19,000		1			1					62.32	143	66	31
Orange to Lincoln	21,000		1			1					62.75	153	71	33
Lincoln to Crescent	14,000		1			1					60.99	116	54	25
Valley View :														
Orangewood to Katella	59,000		1			1					68.65	377	175	81
Katella to Cerritos	47,800		1			1					67.73	328	152	71
Cerritos to Ball	45,400		1			1					67.51	317	147	68
Ball to Orange	44,800		1			1					67.45	314	146	68
Orange to Lincoln	50,400		1			1					67.96	339	158	73
Holder Street:														
Orangewood to Katella	11,700		1			1					60.21	103	48	22
Katella to Cerritos	10,100		1			1					59.57	94	43	20
Cerritos to Ball	11,700		1			1					60.21	103	48	22
Ball to Orange	14,600		1			1					61.17	120	56	26
Orange to Lincoln	20,400		1			1					62.63	150	69	32
Knott Street:														
Orangewood to Katella	31,300		1			1					65.89	247	115	53
Katella to Cerritos	34,200		1			1					66.28	262	122	56

## CYPRESS NOISE ORDINANCE

§ 13-63

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**ARTICLE VII. NOISE CONTROL\*****Sec. 13-64. Declaration of policy.**

(a) In order to control unnecessary, excessive and annoying sounds emanating from incorporated areas of the city, it is hereby declared to be the policy of the city to prohibit such sounds generated from all sources as specified in this chapter.

(b) It is determined that certain noise levels are detrimental to the public health, welfare and safety and contrary to public interest; therefore, the city council does ordain and

\*Editor's note—Ord. No. 563, § 1, adopted Feb. 23, 1976, specifically amended the Code by adding Art. VII, §§ 13-64—13-78 as herein set out.

Cross reference—Advertising vehicles with sound-amplifying devices, § 16-82.

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declare that creating, maintaining, causing or allowing to create, maintain or cause any noise in a manner prohibited by or not in conformity with the provisions of this chapter, is a public nuisance and shall be punishable as such. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-65. Definitions.**

The following words, phrases and terms as used in this chapter shall have the meaning as indicated below:

*Ambient noise level* shall mean the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

*Cumulative period* shall mean an additive period of time composed of individual time segments which may be continuous or interrupted.

*Decibel (dB)* shall mean a unit which denotes the ratio between two (2) quantities which are proportional to power: The number of decibels corresponding to the ratio of two (2) amounts of power is ten (10) times the logarithm to the base ten (10) of this ratio.

*Dwelling unit* shall mean a single unit providing complete, independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation.

*Emergency machinery, vehicle or work* shall mean any machinery, vehicle or work used, employed or performed in an effort to protect, provide or restore safe conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

*Fixed noise source* shall mean a stationary device which creates sounds while fixed or motionless including but not limited to industrial and commercial machinery and equipment, pumps, fans, compressors, generators, air conditioners and refrigeration equipment.

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*Grading* shall mean any excavating or filling of earth material, or any combination thereof, conducted at a site to prepare said site for construction or other improvements thereon.

*Impact noise* shall mean the noise produced by the collision of one mass in motion with a second mass which may be either in motion or at rest.

*Mobile noise source* shall mean any noise source other than a fixed noise source.

*Noise level* shall mean the "A" weighted sound pressure level in decibels obtained by using a sound level meter at slow response with a reference pressure of twenty (20) micronewtons per square meter. The unit of measurement shall be designated at dB(A).

*Noise variance board* shall mean an administrative board of five (5) members appointed by the board of supervisors of the County of Orange, per Title 4, Division 6, Article 1 of the Codified Ordinances of the County of Orange.

*Person* shall mean a person, firm, association, copartnership, joint venture, corporation or any entity, public or private in nature.

*Residential property* shall mean a parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels.

*Simple tone noise* shall mean a noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished.

*Sound level meter* shall mean an instrument meeting American National Standard Institute's Standard S1.4-1971 for Type 1 or Type 2 sound level meters or an instrument and the associated recording and analyzing equipment which will provide equivalent data.

*Sound pressure level* of a sound, in decibels, shall mean twenty (20) times the logarithm to the base ten (10) of the



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ratio of the pressure of the sound to a reference pressure, which reference pressure shall be explicitly stated. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-66. Noise level measurement criteria.**

Any noise level measurements made pursuant to the provisions of this chapter shall be performed using a sound level meter as defined in section 13-65. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-67. Designated noise zone.**

The residential properties hereinafter described are hereby assigned to the following noise zones:

Noise Zone 1: All residential properties zoned RS-15000 or RS-6000.

Noise Zone 2: All residential property not in Noise Zone 1. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-68. Exterior noise standards.**

(a) The following noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone.

## NOISE STANDARDS

<i>Noise Zone</i>	<i>Noise Level</i>	<i>Time Period</i>
1	55 dB(A)	7:00 a.m.—10:00 p.m.
	50 dB(A)	10:00 p.m.— 7:00 a.m.
2	60 dB(A)	7:00 a.m.—10:00 p.m.
	55 dB(A)	10:00 p.m.— 7:00 a.m.

In the event the alleged offensive noise consists of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dB(A).

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(b) It shall be unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, either incorporated or unincorporated, to exceed:

- (1) The noise standard for a cumulative period of more than thirty (30) minutes in any hour; or
- (2) The noise standard plus five (5) dB(A) for a cumulative period of more than fifteen (15) minutes in any hour; or
- (3) The noise standard plus ten (10) dB(A) for a cumulative period of more than five (5) minutes in any hour; or
- (4) The noise standard plus fifteen (15) dB(A) for a cumulative period of more than one minute in any hour; or
- (5) The noise standard plus twenty (20) dB(A) for any period of time.

(c) In the event the ambient noise level exceeds any of the first four (4) noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (Ord. No. 563, § 1, 2-23-76.)

#### Sec. 13-69. Interior noise standards.

(a) The following interior noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone:

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## INTERIOR NOISE STANDARDS

<i>Noise Zone</i>	<i>Noise Level</i>	<i>Time Period</i>
1 and 2	55 dB(A)	7:00 a.m.—10:00 p.m.
	45 dB(A)	10:00 p.m.— 7:00 a.m.

In the event the alleged offensive noise consists of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dB(A).

(b) It shall be unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, when the foregoing causes the noise level when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

- (1) The interior noise standard for a cumulative period of more than five (5) minutes in any hour; or
- (2) The interior noise standard plus five (5) dB(A) for a cumulative period of more than one minute in any hour; or
- (3) The interior noise standard plus ten (10) dB(A) for any period of time.

(c) In the event the ambient noise level exceeds either of the first two (2) noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level. (Ord. No. 563, § 1, 2-23-76.)

#### Sec. 13-70. Special provisions.

The following activities shall be exempted from the provisions of this chapter:

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- (a) Authorized activities conducted on the grounds of any public or private nursery, elementary, intermediate or secondary school or college.
- (b) Outdoor gatherings, public dances, shows and sporting and entertainment events provided said events are conducted pursuant to a license issued by the city pursuant to Article I, Chapter 15, and/or a permit issued by the city pursuant to Article II, Chapter 15, and/or Article III, Chapter 15, and/or Article I, Chapter 9, and/or Appendix I, section 13 of the City Municipal Code relative to the staging of said events.
- (c) Activities conducted on any park or playground provided such park or playground is owned and operated by a public entity.
- (d) Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle or work.
- (e) Noise sources associated with construction, repair, remodeling or grading of any real property, provided said activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.
- (f) All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.
- (g) Mobile noise sources associated with agricultural operations provided such operations do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.
- (h) Mobile noise sources associated with agricultural pest control through pesticide application provided that the application is made in accordance with restricted material permits issued by or regulations enforced by the agricultural commissioner.



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- (i) Noise sources associated with the maintenance of real property provided said activities take place between the hours of 7:00 a.m. and 8:00 p.m. on any day except Sunday or federal holiday, or between the hours of 9:00 a.m. and 8:00 p.m. on Sunday or federal holiday.
- (j) Any activity to the extent regulation thereof has been preempted by state or federal law. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-71. Schools, hospitals and churches; special provisions.**

It shall be unlawful for any person to create any noise which causes the noise level at any school, hospital or church while the same is in use, to exceed the noise limits as specified in section 13-68 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital, provided conspicuous signs are displayed in three (3) separate locations within one-tenth (0.1) of a mile of the institution indicating the presence of a school, church or hospital. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-72. Air conditioning and refrigeration; special provisions.**

Until September 15, 1978, the noise standards enumerated in sections 13-68 and 13-69 shall be increased eight (8) dB(A) where the alleged offensive noise source is an air conditioning or refrigeration system or associated equipment which was installed prior to the effective date of this article. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-73. Noise level measurement.**

The location selected for measuring exterior noise levels shall be at any point on the affected property. Interior noise measurements shall be made within the affected dwelling unit. The measurement shall be made at a point at least four (4) feet from the wall, ceiling or floor nearest the alleged

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offensive noise source and may be made with the windows of the affected unit open. (Ord. No. 563, § 1, 2-23-76.)

#### **Sec. 13-74. Manner of enforcement.**

(a) The Orange County Health Officer and his duly authorized representatives are directed to enforce the provisions of this chapter. The Orange County Health Officer and his duly authorized representatives are authorized, pursuant to Penal Code Section 836.5, to arrest any person without a warrant when they have reasonable cause to believe that such person has committed a misdemeanor in their presence.

(b) No person shall interfere with, oppose or resist any authorized person charged with enforcement of this chapter while such person is engaged in the performance of his duty. (Ord. No. 563, § 1, 2-23-76.)

#### **Sec. 13-75. Variance procedure.**

(a) The owner or operator of a noise source which violates any of the provisions of this chapter may file an application with the health officer for a variance from the provisions thereof wherein said owner or operator shall set forth all actions taken to comply with said provisions, the reasons why immediate compliance cannot be achieved, a proposed method of achieving compliance, and a proposed time schedule for its accomplishment. Said application shall be accompanied by a fee in the amount of seventy-five dollars (\$75.00). A separate application shall be filed for each noise source; provided, however, that several mobile sources under common ownership, or several fixed sources on a single property may be combined into one application. Upon receipt of said application and fee, the health officer shall refer it with his recommendation thereon within thirty (30) days to the noise variance board for action thereon in accordance with the provisions of this chapter.

(b) An applicant for a variance shall remain subject to prosecution under the terms of this article until a variance is granted. (Ord. No. 563, § 1, 2-23-76.)

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**Sec. 13-76. Noise variance board.**

The noise variance board shall evaluate all applications for variance from the requirements of this chapter and may grant said variances with respect to time for compliance, subject to such terms, conditions and requirements as it may deem reasonable to achieve maximum compliance with the provisions of this chapter. Said terms, conditions and requirements may include, but shall not be limited to limitations on noise levels and operating hours. Each such variance shall set forth in detail the approved method of achieving maximum compliance and a time schedule for its accomplishment. In its determinations, said board shall consider the magnitude of nuisance caused by the offensive noise; the uses of property within the area of impingement by the noise; the time factors related to study, design, financing and construction of remedial work; the economic factors related to age and useful life of equipment; and the general public interest and welfare. Any variance granted by said board shall be by resolution and shall be transmitted to the health officer for enforcement. Any violation of the terms of said variance shall be unlawful. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-77. Appeals.**

(a) Within fifteen (15) days following the decision of the variance board on an application, the applicant, the health officer, or any member of the city council, may appeal the decision to the city council by filing a notice of appeal with the secretary of the variance board. In the case of an appeal by the applicant for a variance, the notice of appeal shall be accompanied by a fee to be computed by the secretary on the basis of the estimated cost of preparing the materials required to be forwarded to the city council as discussed hereafter. If the actual cost of such preparation differs from the estimated cost, appropriate payments shall be made either to or by the secretary.

(b) Within fifteen (15) days following receipt of a notice of appeal and the appeal fee, the secretary of the variance

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board shall forward to the city council copies of the application for variance; the recommendation of the health officer; the notice of appeal; all evidence concerning said application received by the variance board and its decision thereon. In addition, any person may file with the city council written arguments supporting or attacking said decision and the city council may in its discretion hear oral arguments thereon. The city clerk shall mail to the applicant a notice of the date set for hearing of the appeal. The notice shall be mailed at least ten (10) days prior to the hearing date.

(c) Within sixty (60) days following its receipt of the notice of the appeal, the city council shall either affirm, modify or reverse the decision of the variance board. Such decision shall be based upon the city council's evaluation of the matters submitted to the city council in light of the powers conferred on the variance board and the factors to be considered, both as enumerated in sections 13-75 and 13-76.

(d) As part of its decision, the council may direct the variance board to conduct further proceedings on said application. Failure of the city council to affirm, modify or reverse the decision of the variance board within said sixty (60) day period shall constitute an affirmance of the decision. (Ord. No. 563, § 1, 2-23-76.)

**Sec. 13-78. Violations: Misdemeanors.**

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such. The provisions of this chapter shall not be construed as permitting conduct not prescribed herein and shall not affect the enforceability of any other applicable provisions of law. (Ord. No. 563, § 1, 2-23-76.)



# ENVIRONMENTAL IMPACT REPORT



## CITY OF CYPRESS GENERAL PLAN

PREPARED BY THE CITY OF CYPRESS AND POD, INCORPORATED 1986





SCREENCHECK EIR SUBMITTED	May 30, 1986
SCREENCHECK EIR ACCEPTED	June 4, 1986
DRAFT EIR SUBMITTED	June 6, 1986
FINAL EIR CERTIFIED	July 28, 1986

DRAFT  
ENVIRONMENTAL IMPACT REPORT  
FOR  
THE CITY OF CYPRESS GENERAL PLAN:  
LAND USE, CIRCULATION, OPEN SPACE, CONSERVATION, RECREATION AND NOISE ELEMENTS

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# CITY OF CYPRESS

## SCREEN CHECK DRAFT

### ENVIRONMENTAL IMPACT REPORT

#### CITY OF CYPRESS GENERAL PLAN:

#### LAND USE, CIRCULATION, OPEN SPACE, CONSERVATION, RECREATION AND NOISE ELEMENTS

## 1.0 INTRODUCTION

---

This is the Environmental Impact Report (EIR) for the updates to the Land Use, Circulation, Open Space, Conservation, Recreation and Noise Elements of the Cypress General Plan. These elements are contained in four documents - The Land Use Element, The Circulation Element, The Open Space, Conservation and Recreation Element, and The Noise Element - and are incorporated into this EIR by reference pursuant to Sections 15148, 15149 and 15061d of the California Environmental Quality Act (CEQA) Guidelines.

It is intended that this EIR be used in conjunction with the four documents as a general analysis of the environmental impacts of each element. Each document (hereinafter referred to as element) contains:

- Descriptions of existing conditions and trends, an analysis of identified issues that directly relate to the subject matter of the element.
- A plan that addresses identified issues as well as other subject matter required by State law.
- An implementation section that sets out general policies and programs for implementing the plan and for mitigating potential impacts of continued growth and development.

None of the revised elements of the Cypress General Plan will directly result in significant changes to the physical environment, because each element is a textual plan only that will not directly result in development. The General Plan as a whole, and each element in particular, is a legislative planning tool designed to guide the future development of the city by setting forth general community policies regarding land use, public facilities, open areas, recreation facilities, the basic circulation system, and noise. The elements, however, will indirectly produce physical changes to the environment through implementation of their provisions. These indirect effects necessitate this EIR in order to evaluate individual and cumulative impacts.

Given the nature of the elements as long range policy documents, it is not practical to apply each of the seven mandatory points of CEQA with the same degree of specificity that is usually applied to actual development projects. Also, since each element assumes a very broad, community wide orientation, it is impractical to assess specific environmental issues that may arise through implementation of the General Plan. Rather, this EIR represents the first

step in a series of environmental assessments that culminate in the final assessments made at the specific project level.

## 2.0 PROJECT DESCRIPTION

The project involves the updating of the Land Use, Circulation, Open Space, Conservation, Recreation and Noise Elements of the Cypress General Plan. The updating of these elements involves community analysis, establishment of trends, and the preparation and adoption of policies, maps and standards for the future development of the city. These development policies are general, or broadbrush, in scope as opposed to the detailed focus of specific development projects. The following is a brief description of each element.

### 2.1 Land Use Element

The Land Use Element contains a land use map, plus future development goals and objectives, written land use policies, and implementation proposals. The Land Use Element normally ties together and integrates the policies and proposals of other General Plan elements as they relate to land use. (See Exhibit 1.)

### 2.2 Circulation Element

The Circulation Element established policies and standards for the location and design of Cypress' basic circulation and transportation system. This includes street and highways, public and non-motorized transit, railroads, and air transportation. The Circulation Element thus sets the patterns by which people and goods move throughout the city, and within the region. (See Exhibit 2.)

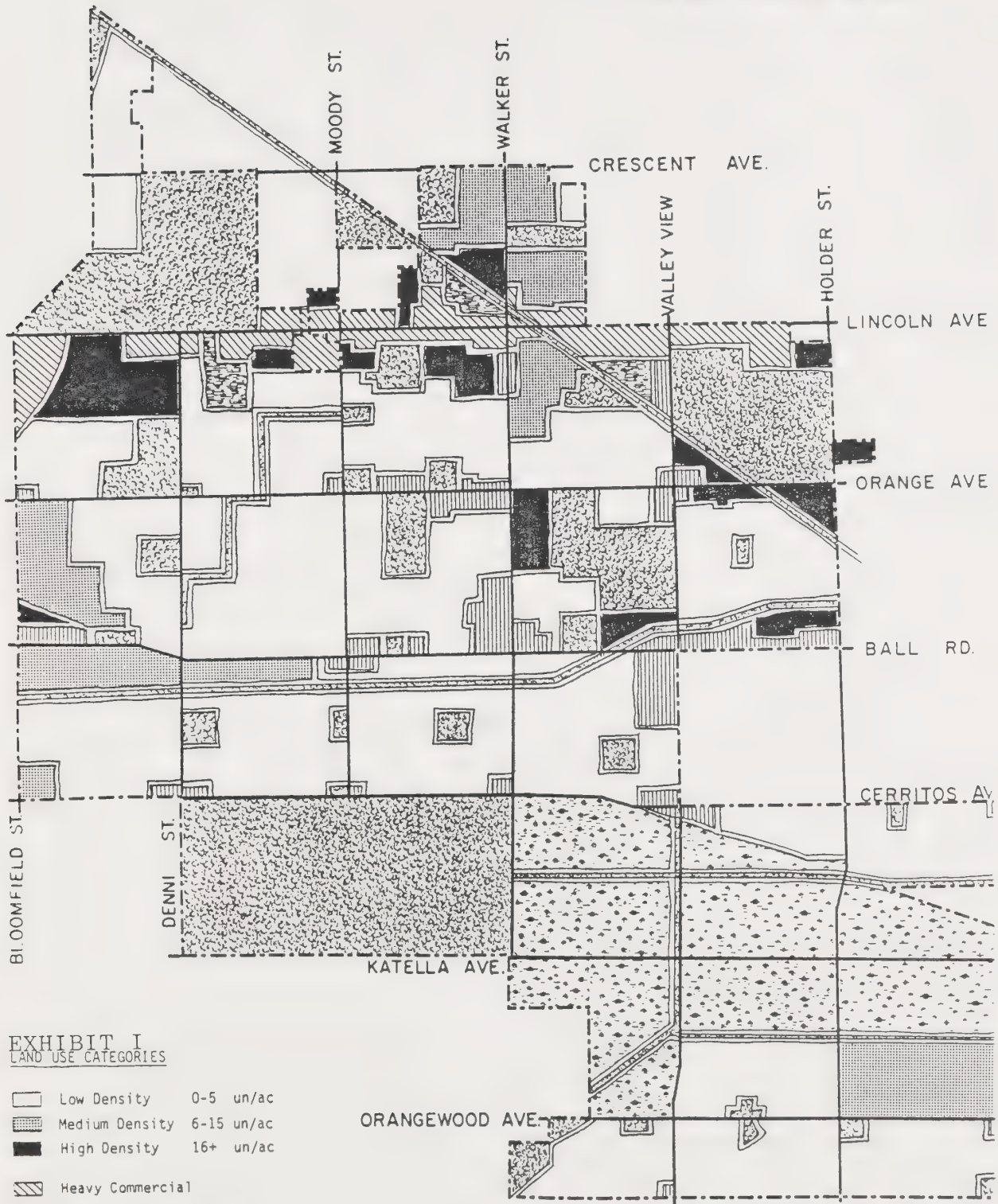
### 2.3 Open Space, Conservation and Recreation Element

This element defines the role of open space lands and recreation facilities within the community, and establishes goals, policies and program recommendations for the preservation and expansion of the city's various recreational and non-recreational open space resources. Since Cypress is a virtually fully developed city with little open land remaining, the focus of this element is upon the preservation of developed open space, most of which would be used for recreational purposes. (See Exhibit 3.)









### 2.4 Noise Element

The Noise Element establishes noise policies and standards for the city. Current and future traffic noise, aircraft noise, and community noise sources such as industrial or commercial operations are considered by the element, and policies are established.

# LAND USE MAP



## EXHIBIT I LAND USE CATEGORIES

-  Low Density 0-5 un/ac
-  Medium Density 6-15 un/ac
-  High Density 16+ un/ac
-  Heavy Commercial
-  General & Neighborhood Commercial
-  Light Industrial
-  Business Park
-  Public & Semi-Public

## GENERAL PLAN



CITY OF CYPRESS



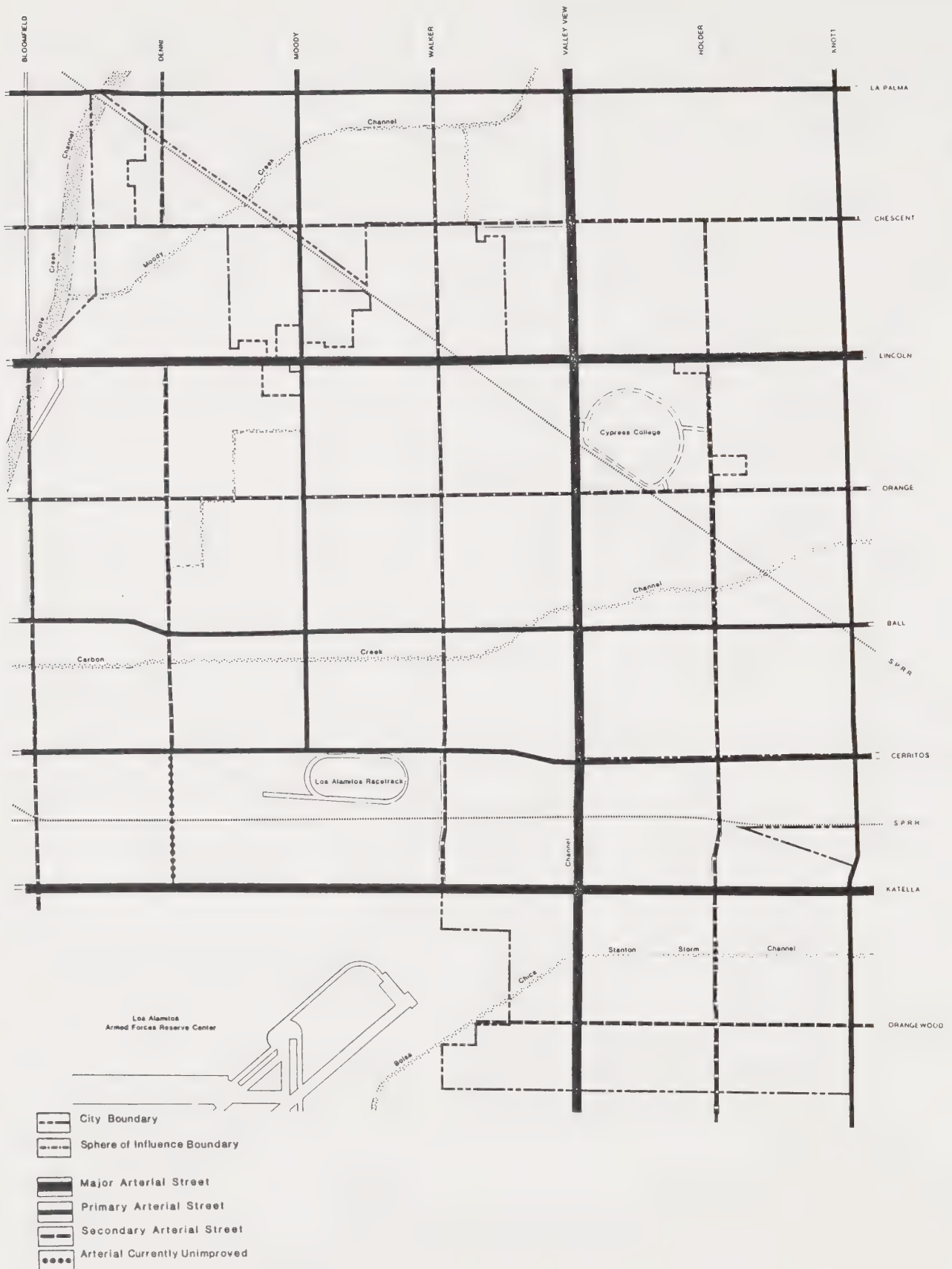
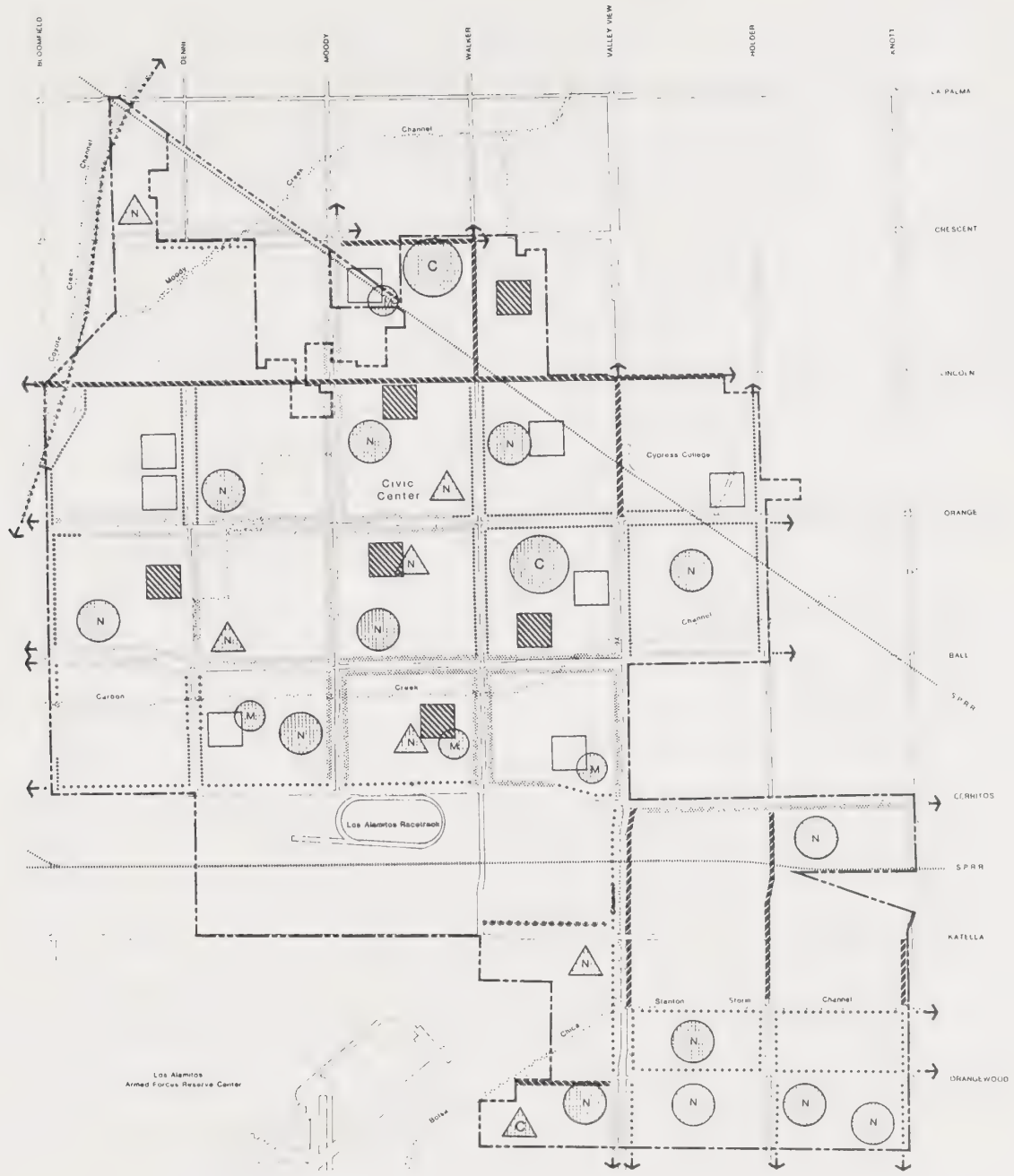


EXHIBIT 2  
 ARTERIAL NETWORK PLAN  
 CIRCULATION ELEMENT  
 GENERAL PLAN  
 CITY OF CYPRESS, CALIFORNIA



#### PARKS

- Community
- Neighborhood
- Mini
- Proposed

#### BICYCLE TRAILS

- On Street Signs
- On Street Lane
- Off Street Path
- Interconnection
- Proposed Trail

#### SCHOOLS

- Closed
- Open

#### OTHER

- Private Open Space/Recreation
- Flood Control Facilities

### EXHIBIT 3 PLAN MAP OPEN SPACE, CONSERVATION & RECREATION ELEMENT GENERAL PLAN CITY OF CYPRESS, CALIFORNIA



### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

The following is a brief summary discussion of potential impacts resulting from the adoption of the elements. More detailed data and discussions of mitigating policies are contained in each element.

#### 3.1 Local and Regional Plans

Existing Conditions - A number of regional plans affect development in Cypress. By and large, the Cypress General Plan should be consistent with these plans. These regional plans include:

- SCAG '82 (Revised) is the Southern California Association of Governments' regional land use plan and growth projections. This plan is an adopted set of population forecasts for the whole of the southern California area that is used in preparing other regional plans.
- Air Quality Management Plan is the plan that sets regional air quality standards and proposes programs to attain Clean Air Act goals in the future.
- 1984 Regional Transportation Plan is the overall plan for transportation improvements and programs in the region.
- Airport Environs Land Use Plan (AELUP) recommends policies regarding land uses around airports and airfields to reduce potential conflicts.
- Master Plan of Arterial Highways is adopted by the County of Orange and establishes the recommended arterial roadway system for the County.

Impacts - All elements under consideration appear to be consistent with the above plans. The Airport Land Use Commission has found that the Land Use and the Open Space, Conservation and Recreation Element are consistent with the AELUP.

Mitigation Measures - None are required. The policies of the updated elements serve to implement the regional plans discussed.

#### 3.2 Earth

Existing Conditions - Cypress is a completely urbanized community on flat land in the northern Orange County plain. Cypress is located close to and northeast of the Newport-Inglewood fault, which is considered to be active and a major earthquake threat to Orange County.

Impacts - Continued development in Cypress, whether or not the updated elements are adopted, will expose more people to hazards resulting from an earthquake along nearby major faults. However, since no fault traces

pass through Cypress, damage from ground ruptures in an earthquake are not likely.

Mitigation - Implementation of building code provisions and detailed environmental analysis and soils analysis associated with specific development projects will mitigate dangers.

### 3.3 Air

Existing Conditions - Because it is located in the South Coast Air Basin, Cypress is subject to air pollution episodes exceeding state and federal standards. Increases in traffic and population will contribute incrementally to this problem, depending largely on the nature of the growth.

Impacts - Increased population throughout Cypress and continued development of the Business Park area along Katella Avenue may cause increased levels of local and regional air pollution. The elements are consistent with the Air Quality Management Plan, and the Circulation Element calls for a traffic management plan partly to reduce local air pollution. While reducible, these impacts are irreversible.

Mitigation - The Circulation Element contains specific policies and recommendations aimed at reducing local traffic congestion, decreasing reliance on the automobile, and encouraging the development of a transportation system management plan. These policies will reduce air pollution impacts over what they would otherwise be. Environmental analysis of specific projects will detail specific mitigation measures.

### 3.4 Water

Existing Conditions - There are no major water sources in Cypress, nor are there any unchannelized streams. The four flood control channels and one retention basin (the Nature Park) within the city protect its entire area from inundation during a 100 year storm. Localized flooding near the retention basin at Via Largo and Ball Road is possible if the pumps are out of commission, an extremely rare occurrence.

Impacts - Future development will increase the rate of runoff from area not currently covered by impervious surfaces. This is especially the case along Katella Avenue. Major flood control facilities appear adequate to handle this increased runoff, both near the sites and downstream.

Mitigation Measures - Adequate local drainage facilities shall be required at the time of development.

### 3.5 Plant Life

Existing Conditions - The plant community in Cypress is entirely urban in nature, with no areas of natural vegetation. Considerable acreage along Katella Avenue is devoted to truck farming, although it has been



designated in the General Plan for industrial development since at least 1973. Agriculture has been treated as an interim use since that time.

Impacts - Further development of the Business Park area will continue to take land out of agricultural production and place it into industrial, commercial, office and warehousing uses. This impact will be irreversible.

Mitigation Measures - Most of the Business Park land is either developed, or has approved applications on it. Therefore, no mitigation is possible at this point by way of the general plan.

### 3.6 Noise

Existing Conditions - The Noise Element describes the noise environment of Cypress. Two primary areas of concern are identified. One is noise from helicopter operations around Los Alamitos Armed Forces Reserve Center, and the other is noise from major arterial roads.

Impacts - An increase in noise along all arterial roads, and especially along Katella Avenue will result from increased levels of development. Additionally, residents in the southeastern portion of the city will continue to be exposed to noise from helicopter and fixed wing aircraft operations at the Los Alamitos Armed Forces Reserve Center. This latter noise source will continue to fall within standard noise limits, however. The Noise Element also was drafted to be consistent with the AELUP.

Mitigation - The standards in the Noise Element are consistent with or exceed State guidelines. Project specific mitigation measures will continue to be necessary at the time of development. Specific noise standards and mitigation measures are contained in the Noise Element.

### 3.7 Land Use

Existing Conditions - Since the General Plan update program is aimed primarily at land usage, alterations of planned land uses will result. However, Cypress is fully developed with the exception of the Business Park area along Katella Avenue. Significant increases or changes in the intensity of development, or the types of land uses are not proposed by the Land Use Element. The Open Space, Conservation and Recreation Element proposes the addition of several new parks. This will increase the availability of parkland to local residents.

Impacts - Along Katella Avenue, continued development of industrial, warehouse and office uses in the Business Park will result in a significant change in land usage with an accompanying significant increase in the intensity of land usage. Potential land use conflicts exist where this development borders on other land uses within Cypress and along its borders. Designated residential development in the "tank farm" area also will change and intensify land usage in the west central part of the City. Residential development in this part of the city is consistent with surrounding land use patterns.



Mitigation Measures - No inherent and unmitigatable impacts have been identified. Specific mitigation at the time of development should reduce any land use conflicts, and shall be required as appropriate.

### 3.8 Risk of Upset

Existing Conditions - The "tank farm" is a petroleum product storage area where explosions and fires could occur. Manufacturing processes in developed and developing industrial areas could result in explosions, fires and the release of hazardous products.

Impacts - There is the possibility that specific Business Park uses could have explosions, fires or release toxic substances that would harm local residents, or that there could be an explosion at the "tank farm." In the case of the Business Park, though, this depends of specific uses. In the case of the "tank farm", the use already exists and so does the threat.

Mitigation Measures - The "tank farm" area is designated for residential development. When the land use is converted, the risk of upset will be greatly reduced. Detailed project review will treat any risk of upset that could result from Business Park development. Note, though, that the types of uses permitted in the Business Park area usually do not pose any public health hazard; however, local businesses should be required to register with the County fire department any hazardous or toxic material stored on-site.

### 3.9 Population and Housing

Existing Conditions - The presently adopted elements set population and housing goals for the City. The updated Land Use Element foresees only a moderate increase in population through the year 2010.

Impacts - Implementation of the Land Use Element will directly affect human settlement patterns and population distribution, but in a predictable and planned for manner. Continued development in Cypress, and the creation of new employment opportunities in the Business Park area will result directly and indirectly in a demand for new housing opportunities. The Housing Element and the Land Use Element address these issues most directly.

Mitigation Measures - Since the Land Use Element establishes the basic parameters of population distribution and housing, and attempts to provide a balance of land uses to meet the needs of residents and businesses, no mitigation measures are necessary.

### 3.10 Transportation and Circulation

Existing Conditions - The Circulation Element treats these issue areas most directly, and contains an analysis of present and projected circulation conditions within the City. In general, the City's circulation system is meeting the demands placed upon it, and will continue to do so. The exception to this is the Katella Avenue corridor, including Valley View Street. Congestion along these two streets is caused by increased employment related traffic.

Impacts - Without adequate mitigation measures, congestion within the community, and especially in the Business Park area, will increase.

Mitigation Measures - The Circulation Element contains an implementation program that will result in a reduction in present and future levels of congestion.

### 3.11 Public Services and Utilities

Existing Conditions - The level and quality of public services and utilities serving Cypress is adequate to meet current needs, and reasonably expected future needs.

Impacts - Increased levels of development in Cypress will result in additional demand for public services and utilities. There is the potential that existing and planned public service and utility capacities could be exceeded if development is not phased to coincide with planned utility capacity increases. Most services are sized to meet higher levels of demand than expected under the Land Use Element.

Mitigation - Project specific review will analyze utility availability in detail and specific mitigation measures will be proposed at that time.

### 3.12 Recreation and Cultural Resources

Existing Conditions - The Open Space, Conservation and Recreation Element details existing recreation conditions in the City. At present, available open space and parkland does not meet city standards. The Open Space, Conservation and Recreation Element establishes a program to increase the amount of per capita open space.

Impacts - No significant adverse impacts are expected.

Mitigation Measures - None are necessary.

#### 4.0 ALTERNATIVES TO THE PROPOSED PROJECT

In general terms, extreme alternatives to the adoption of the elements are (a) no project, (b) a plan accommodating maximum possible development, or (c) a more restrictive plan. If the City chooses not to adopt the elements, it would be in violation of State law which mandates all but the recreation element. In addition, such action would place Cypress in the position of having no comprehensive long-range policy direction for growth and development in the community. The "no project" alternative could also include re-adoption of the original general plan elements. These elements do not provide up-to-date land use guidance, however.

A plan accommodating maximum growth and development, including the subdivision of existing open space, would result in over-development of the community, and over utilization of the public and private infrastructure system.

A more restrictive plan in which new development opportunities would be constrained may result in significant social and economic impacts by depriving individuals of housing mobility and choices, and suppressing economic growth and development. Each of these three alternatives would result in unacceptable consequences for the City, and thus have been rejected in favor of the proposals contained in the elements.

#### 5.0 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The cumulative and long-term effects of the elements are to maintain the existing land use and environmental characteristics of the City, while providing for moderate development opportunities. Taken together, the updated elements attempt to maintain a proper balance and relationship between economic growth, the City's ability to provide services, and environmental quality. The elements promote a stewardship role for the City (in the form of general plan policies and development standards) of maintaining and enhancing the long-term productivity of its environmental resources for the benefit of present and future generations.

#### 6.0 ANY SIGNIFICANTLY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION, SHOULD IT BE IMPLEMENTED

The most significant irreversible environmental change resulting from the implementation of the updated General Plan is the conversion of land to urban development. The degree or severity of this impact is directly related to the nature, intensity and location of land uses constructed in conformance with the General Plan. Development of existing vacant lands, or redevelopment opportunities, however, will be closely monitored through the specific policies of these elements, the City's specific planning process and enforcement of the zoning ordinance. Through application of the City's comprehensive development review process, significant irreversible environmental changes will be minimized.

## 7.0 GROWTH INDUCING IMPACTS

The updated General Plan may be considered growth inducing since it provides parameters for approving new residential, commercial and industrial development. However, by directing development towards areas determined to be most appropriate for such growth, and by providing for adequate open space, recreation and circulation opportunities, this proposal is expected to relieve growth pressures on land considered less appropriate for development. The plan attempts to facilitate development in areas most conducive to the development proposed, consistent with the goals and objectives of the community.

APPENDIX I  
Notice of Preparation  
and Responses





NOTICE OF PREPARATION

TO: Joe Price  
Southern California Water Company  
P.O. Box 518  
Los Alamitos, CA 90720

FROM: City of Cypress  
(Lead Agency)  
5275 Orange Avenue  
(Address)  
Cypress, CA 90630

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The City of Cypress will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Ms. Mary Venables at the address shown above. We will need the name for a contact person in your agency.

Project Title: Update of the Land Use, Circulation, Noise, Open Space and Conservation Elements of the General Plan.

Project Applicant, if any:

City of Cypress

DATE: December 17, 1985

Signature Christina Espinoza

Title Planning Director

Telephone (714) 828-2200

Reference: California Administrative Code, Title 14, Sections 15035.7, 15054.3, 15066.

tml/0318P/0321P

**CITY OF CYPRESS**  
**ENVIRONMENTAL CHECKLIST FORM**

(To Be Completed By Lead Agency)

**I. Background**

1. Name of Proponent City of Cypress
2. Address and Phone Number of Proponent City of Cypress  
5275 Orange Avenue, Cypress, California 90630  
(714) 828-2200
3. Date of Checklist Submitted December 10, 1985
4. Agency Requiring Checklist City of Cypress Planning Department
5. Name of Proposal, if applicable Update of the Land Use, Circulation, Noise, Open Space and Construction Elements of the General Plan.

**II. Environmental Impacts**

(Explanations of all "yes" and "maybe" answers are required on attached sheets.)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. <b>Earth.</b> Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	<u>      </u>	<u>      </u>	<u>  X  </u>
b. Disruptions, displacements, compaction or overcovering of the soil?	<u>      </u>	<u>      </u>	<u>  X  </u>
c. Change in topography or ground surface relief features?	<u>      </u>	<u>      </u>	<u>  X  </u>
d. The destruction, covering or modification of any unique geologic or physical features?	<u>      </u>	<u>      </u>	<u>  X  </u>
e. Any increase in wind or water erosion of soils, either on or off the site?	<u>      </u>	<u>      </u>	<u>  X  </u>
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	<u>      </u>	<u>      </u>	<u>  X  </u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	<u>X</u>	_____
2. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	<u>X</u>	_____	_____
b. The creation of objectionable odors?	_____	_____	<u>X</u>
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	_____	_____	<u>X</u>
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	_____	_____	<u>X</u>
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	<u>X</u>	_____	_____
c. Alterations to the course or flow of flood waters?	_____	_____	<u>X</u>
d. Change in the amount of surface water in any water body?	_____	_____	<u>X</u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	_____	<u>X</u>
f. Alteration of the direction or rate of flow of ground waters?	_____	_____	<u>X</u>
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u>
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	<u>X</u>
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	_____	_____	<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. <b>Plant Life.</b> Will the proposal result in:			
a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	<u>X</u>
c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	_____	_____	<u>X</u>
d. Reduction in acreage of any agricultural crop?	<u>X</u>	_____	_____
5. <b>Animal Life.</b> Will the proposal result in:			
a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	_____	_____	<u>X</u>
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	<u>X</u>
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	<u>X</u>
d. Deterioration to existing fish or wildlife habitat?	_____	_____	<u>X</u>
6. <b>Noise.</b> Will the proposal result in:			
a. Increases in existing noise levels?	<u>X</u>	_____	_____
b. Exposure of people to severe noise levels?	_____	<u>X</u>	_____
7. <b>Light and Glare.</b> Will the proposal produce new light or glare?	_____	<u>X</u>	_____
8. <b>Land Use.</b> Will the proposal result in a substantial alteration of the present or planned land use of an area?	<u>X</u>	_____	_____
9. <b>Natural Resources.</b> Will the proposal result in:			
a. Increase in the rate of use of any natural resources?	_____	_____	<u>X</u>



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Substantial depletion of any nonrenewable natural resource?	_____	_____	<u>X</u>
10. Risk of Upset. Will the proposal involve:			
a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	<u>X</u>	_____
b. Possible interference with an emergency response plan or an emergency evacuation plan?	_____	<u>X</u>	_____
11. Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	<u>X</u>	_____	_____
12. Housing. Will the proposal affect existing housing, or create a demand for additional housing?	<u>X</u>	_____	_____
13. Transportation/Circulation. Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	<u>X</u>	_____	_____
b. Effects on existing parking facilities, or demand for new parking?	<u>X</u>	_____	_____
c. Substantial impact upon existing transportation systems?	<u>X</u>	_____	_____
d. Alterations to present patterns of circulation or movement of people and/or goods?	_____	<u>X</u>	_____
e. Alterations to waterborne, rail or air traffic?	_____	<u>X</u>	_____
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	_____	<u>X</u>	_____
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:	_____	<u>X</u>	_____
a. Fire protection?	_____	<u>X</u>	_____
b. Police protection?	_____	<u>X</u>	_____
c. Schools?	_____	<u>X</u>	_____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
d. Parks or other recreational facilities?	<u>      </u>	<u>  X  </u>	<u>      </u>
e. Maintenance of public facilities, including roads?	<u>      </u>	<u>  X  </u>	<u>      </u>
f. Other governmental services?	<u>      </u>	<u>  X  </u>	<u>      </u>
15. <b>Energy.</b> Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	<u>      </u>	<u>  X  </u>	<u>      </u>
b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<u>      </u>	<u>      </u>	<u>  X  </u>
16. <b>Utilities.</b> Will the proposal result in a need for new systems, or substantial alterations to the following utilities:			
a. Power or natural gas?	<u>      </u>	<u>  X  </u>	<u>      </u>
b. Communications systems?	<u>      </u>	<u>  X  </u>	<u>      </u>
c. Water?	<u>      </u>	<u>  X  </u>	<u>      </u>
d. Sewer or septic tanks?	<u>      </u>	<u>  X  </u>	<u>      </u>
e. Storm water drainage?	<u>      </u>	<u>  X  </u>	<u>      </u>
f. Solid waste and disposal?	<u>      </u>	<u>  X  </u>	<u>      </u>
17. <b>Human Health.</b> Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	<u>      </u>	<u>      </u>	<u>  X  </u>
b. Exposure of people to potential health hazards?	<u>      </u>	<u>      </u>	<u>  X  </u>
18. <b>Aesthetics.</b> Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	<u>      </u>	<u>      </u>	<u>  X  </u>
19. <b>Recreation.</b> Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	<u>      </u>	<u>  X  </u>	<u>      </u>
20. <b>Cultural Resources.</b>			
a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	<u>      </u>	<u>      </u>	<u>  X  </u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	_____	_____	<u>X</u>
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	_____	_____	<u>X</u>
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	_____	_____	<u>X</u>
21. Mandatory Findings of Significance.			
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	_____	_____	<u>X</u>
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	_____	_____	<u>X</u>
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	_____	<u>X</u>	_____
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	<u>X</u>	_____

### III. Discussion of Environmental Evaluation

See attachment "A"

### IV. Determination

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

☐

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒

Date 12-19-85

Signature Mary D. Venables

For City of Cypress

ATTACHMENT "A"  
ENVIRONMENTAL CHECKLIST FORM

PROJECT NAME

Update to the Land Use, Circulation, Noise, Open Space and Conservation Elements of the General Plan.

PROJECT DESCRIPTION

The City of Cypress has initiated a project to update the Land Use, Circulation, Noise, Open Space and Conservation Elements of its General Plan. This constitutes a project subject to the provisions of the California Environmental Quality Act. Since general plans are comprehensive in nature, the updates will not, however, result directly in construction. Implementation of the General Plan through specific projects will, however, result in direct environmental impacts that must be treated by subsequent environmental documents.

The project involves the preparation and adoption of policies, maps and standards for the future development of the city. These development policies are general, or broadbrush, in scope as opposed to the detailed focus of specific development projects.

The Land Use Element contains a land use map, plus future development goals and objectives. The Land Use Element normally ties together and integrates the policies and proposals of other general plan elements as they relate to land use. Figure 1 is the proposed land use map for the city.

The Circulation Element establishes policies and standards for the location and design of the city's basic circulation and transportation system. This includes streets and highways, public and non-motorized transit, railroads, and air transportation. The Circulation Element thus sets the patterns by which people and goods move throughout the city.

The Open Space/Conservation Element defines the role of open space lands within the community, and establishes goals, policies and program recommendations for the preservation and expansion of the city's various recreational and non-recreational open space resources.

The Noise Element establishes noise policies and standards for the city. Besides traffic noise, aircraft noise and railroad noise will be considered. Both current and future noise environments are considered.

ENVIRONMENTAL ISSUES

The following is a general explanation of issue areas checked off on the Environmental Checklist Form. The numbers correspond to the item numbers on the form.



## 1. Earth

Cypress is a completely urbanized community on flat land in the northern Orange County plain. Because of this, the project is not likely to have a significant impact on geologic or hydrologic resources.

In regards to geologic hazards, Cypress is located close to and northeast of the Newport-Inglewood fault. This fault is considered to be active and a major earthquake threat to most of Orange County. During a major earthquake, liquefaction and ground failure could also provide a threat to local residents and businesses. Additional growth in the area would expose more people to the earthquake related dangers. No known faults are located within Cypress.

## 2. Air

The Land Use Element anticipates increased levels of business park development and employment along Katella Avenue. Residential and commercial land uses are expected to remain much the same as currently found within the planning area, and as anticipated in the 1973 Land Use Element. The only major exception to this is the anticipated development of the "tank farm" area. Additional traffic will increase local emissions, especially along Katella Avenue.

## 3. Water

There are no major water sources in Cypress, nor are there any unchannelized streams. The four flood control channels and one retention basin within the city protect its entire area from inundation during a 100 year storm. Localized flooding near the retention basin at Via Largo and Ball Road is possible if the pumps are out of commission, an extremely rare occurrence.

Future development of the business park area along Katella Avenue will increase the rate and amount of surface runoff incrementally. While existing drainage facilities were designed to accommodate development along Katella Avenue, adequate local facilities will be necessary.

## 4. Plant Life

The plant community in Cypress is entirely urban in nature, with no areas of natural vegetation. Considerable acreage along Katella Avenue is devoted to truck farming in the form of strawberries. Development along Katella will continue to take this agricultural land out of production, and place it into industrial, office and warehousing uses.

## 5. Animal Life

Continued development in Cypress should not adversely effect any animal communities, nor should it adversely impact any rare or unique animal species.

## 6. Noise

An increase in noise levels along Katella Avenue will result from increased levels of development. Additionally, residents in the southeastern portion of the city will continue to be exposed to noise from helicopter and fixed wing aircraft operations at the Los Alamitos Armed Forces Reserve Center. The Noise Element will directly address these issues.

## 7. Light and Glare

Without adequate design review, continued development of business park uses along Katella Avenue could produce new light and glare impacts on adjoining residential development.

## 8. Land Use

Since the General Plan update program is primarily directed at land use, alteration in planned land usage will result. However, since Cypress is fully developed with the exception of the business park area along Katella Avenue, significant increases or changes in the intensity of development or the types of land uses will not occur. Nor major land use changes are proposed.

Along Katella Avenue, continued development of industrial, warehouse and office uses in the business park will result in a significant change in land usage, and a significant increase in the intensity of land uses. The Circulation, Land Use and Noise Elements will focus considerable attention on issues associated with continued development.

## 9. Natural Resources

It is not expected that the adoption of the updated elements to the Cypress General Plan will result directly or indirectly in the rate of use of any natural resource. Incremental increases in the use of water and energy resources will result, however. These topics are treated in items 15 and 16 below.

## 10. Risk of Upset

There is the possibility that business park development, and continued use of the "tank farm" area for the storage of petroleum products could result in explosions or the release of hazardous substances affecting surrounding businesses and residents. In the case of the business park area, this depends on specific uses. In the case of the tank farm, the use already exists, and so does the threat.

The Los Alamitos airfield will be a major evacuation point in case of major emergencies in the region, and is part of most emergency response plans. Current general plan proposals address issues of land use compatibility.

## 11. Population

Because the implementation of the general plan, especially the Land Use Element, will directly effect human settlement patterns and population distribution, it is expected that there will be an impact in this area.

## 12. Housing

Continued development in Cypress, and the creation of new employment opportunities in the business park area will result directly and indirectly in a demand for new housing opportunities. The Housing Element treats this subject directly.

## 13. Transportation/Circulation

The Circulation Element of the General Plan treats this issue area most directly. It has been identified that continued development of manufacturing, office and warehousing operations along Katella Avenue will increase traffic demands along this arterial significantly. This will in turn directly impact all transportation facilities within the immediate area, and could result in significant congestion.

## 14. Public Services and 16. Utilities

Increased levels of development in Cypress will result in additional demand for public services and utilities. There is the potential that existing and planned service utility capacities could be exceeded in the future without adequate mitigation.

## 15. Energy

Implementation of the General Plan could result in the use of substantial amounts of energy in transportation, home use, and industrial processes. Conversion of agricultural land to business park land may increase energy demand significantly depending mostly on the types of uses proposed.

## 17. Human Health

It is not expected that implementation of the General Plan will result in any human health hazards except as described above.

## 18. Aesthetics

Implementation of the General Plan will not result in any impacts on scenic vistas, nor will it likely result in any aesthetically offensive impacts on the public view.

## 19. Recreation

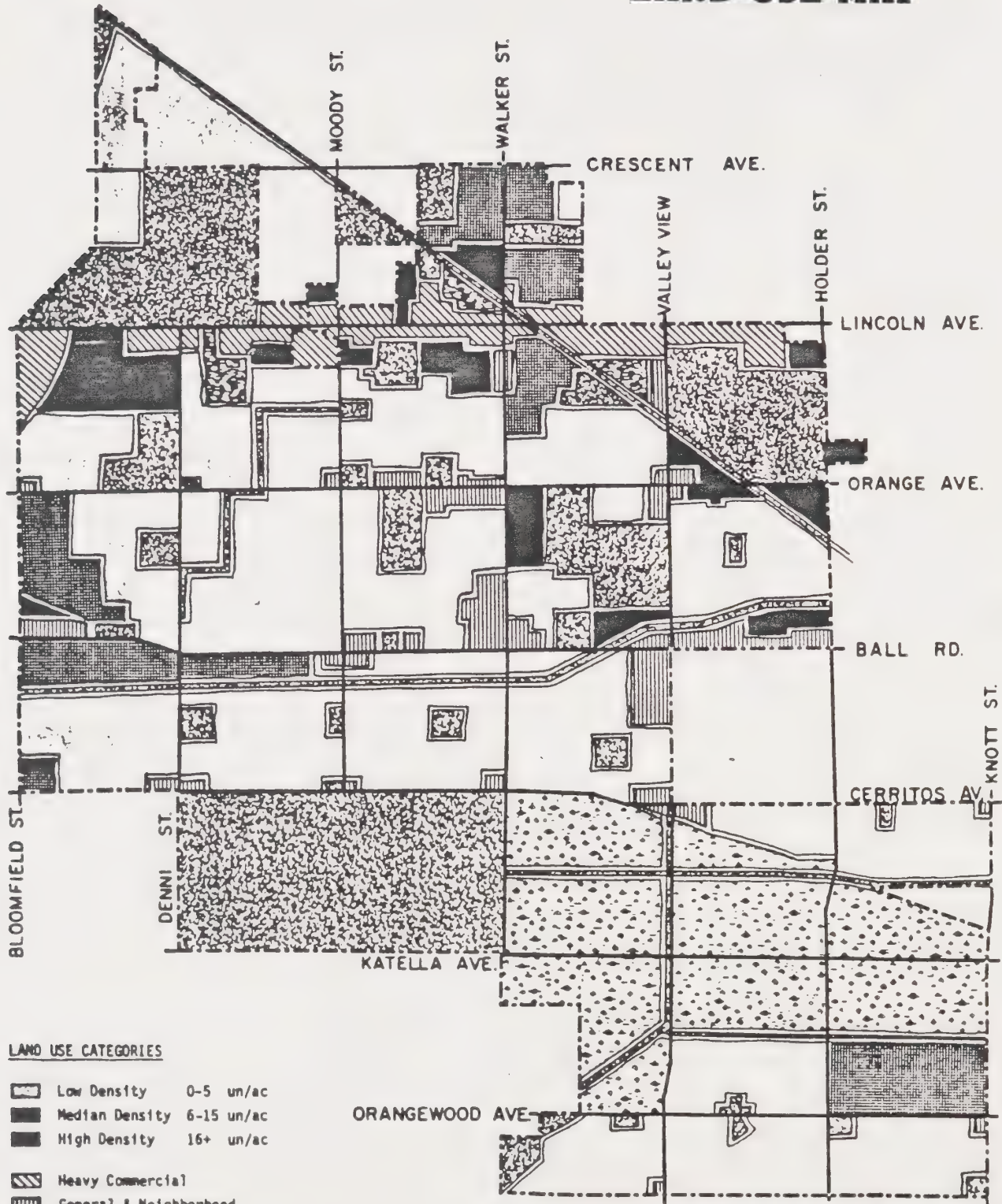
Implementation of the General Plan will result in new residential development that in turn will create demand for new recreational opportunities. Additionally, private recreational areas along Katella Avenue may be affected by continued business park development, and some of the private recreational areas may be changed to business park uses, with the accompanying loss of recreational opportunities.

## 20. Cultural Resources

No significant cultural or historic resources have been identified within the planning area, nor is it expected that any will be uncovered by future development.



# LAND USE MAP



## LAND USE CATEGORIES









-  Low Density 0-5 un/ac
-  Median Density 6-15 un/ac
-  High Density 16+ un/ac
-  Heavy Commercial
-  General & Neighborhood Commercial
-  Light Industrial
-  Business Park
-  Public & Semi-Public

FIGURE 1.

## GENERAL PLAN



CITY OF CYPRESS



## OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814

RECEIVED JAN 08 1986

DATE: January 6, 1986

TO: Reviewing Agencies

RE: The City of Cypress' NOP for  
Update Land Use, Circulation, Noise, Open Space & Conservation of Gen'l Plan  
SCH# 86010109

Attached for your comment is the City of Cypress' Notice of Preparation of a draft Environmental Impact Report (EIR) for the Update Land Use, Circulation, Noise, Open Space & Conservation of Gen'l Plan Project.

Responsible agencies must transmit their concerns and comments on the scope and content of the EIR, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of this notice. We encourage commenting agencies to respond to this notice and express their concerns early in the environmental review process.

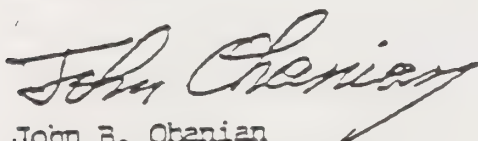
Please direct your comments to:

Mary Venables  
City of Cypress  
5275 Orange Avenue  
Cypress, CA 90630

with a copy to the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the review process, call Glenn Stober at 916/445-0613.

Sincerely,



John B. Obanian  
Chief Deputy Director

Attachments

cc: Mary Venables

Department of Transportation  
District Contacts

Don Comstock  
Department of Transportation  
District 1  
1656 Union Street  
Eureka, CA 95501  
707/442-2313

Larry French  
Department of Transportation  
District 2  
1657 Riverside Drive  
Redding, CA 96001  
916/225-2308

Brian J. Smith  
Department of Transportation  
District 3  
703 B Street  
Marysville, CA 95901  
916/741-4277

J. M. Ellis  
Department of Transportation  
District 4  
P.O. Box 7310  
San Francisco, CA 94120  
415/557-8532

Jerry Laumer  
Department of Transportation  
District 5  
50 Higuera Street  
San Luis Obispo, CA 93401  
805/549-3161

Mert Parlier  
Department of Transportation  
District 6  
P.O. Box 12616  
Fresno, CA 93778  
209/488-4088

Wayne Ballentine  
Department of Transportation  
District 7  
120 Spring Street  
Los Angeles, CA 90012  
213/620-5335

Robert Pote  
Department of Transportation  
District 8  
247 West Third Street  
San Bernardino, CA 92403  
714/383-4150

Tom Dayak  
Department of Transportation  
District 9  
500 South Main Street  
Bishop, CA 94514  
714/873-2290

John Gagliano  
Department of Transportation  
District 10  
P.O. Box 2048  
Stockton, CA 95201  
209/948-7875

Jim Cheshire  
Department of Transportation  
District 11  
2829 Juan Street  
San Diego, CA 92138  
714/237-6755

Fish and Game - Regional Offices

A. Naylor, Regional Manager  
Department of Fish and Game  
601 Locust  
Redding, CA 96001  
916/225-2300

P. Jensen, Regional Manager  
Department of Fish and Game  
1701 Nimbus Road, Suite A  
Rancho Cordova, CA 95670  
916/355-0922

B. Hunter, Regional Manager  
Department of Fish and Game  
7329 Silverado Trail  
Napa, CA 94558  
707/944-2011

G. Nokes, Regional Manager  
Department of Fish and Game  
1234 East Shaw Avenue  
Fresno, CA 93726  
209/222-3761

Fred A. Worthley Jr., Reg. Manager  
Department of Fish and Game  
245 West Broadway  
Long Beach, CA 90802  
213/590-5113

Rolf E. Mall  
Marine Resources Region  
245 West Broadway  
Long Beach, CA 90802  
213/590-5155

State Water Resources Control Board

Joan Jurandich  
State Water Resources Control Board  
Division of Clean Water Grants  
P.O. Box 100  
Sacramento, CA 95801  
916/322-3413

Ed Anton  
State Water Resources Control Board  
Division of Water Quality  
P.O. Box 100  
Sacramento, CA 95801  
916/445-9552

Jerry Johns  
State Water Resources Control Board  
Delta Unit  
P.O. Box 2000  
Sacramento, CA 95810  
916/322-9870

Al Yang  
State Water Resources Control Board  
Division of Water Rights  
901 P Street  
Sacramento, CA 95814  
916/324-5716

Regional Water Quality Control Board  
Region # 9 City Riverside

85010109

## DISTRIBUTION LIST FOR SCH #

S - Sent by Lead AgencyX - Sent by Clearinghouse

☒ Anne Geraghty  
Air Resources Board  
1131 S Street  
Sacramento, CA 95814  
916/322-6161

☐ Bill Murphy  
Dept. of Housing & Community Dev't.  
921 - 10th Street, 5th Floor  
Sacramento, CA 95814  
916/324-8657

☐ Barbara Kierbow  
Dept. of Boating & Waterways  
1629 S Street  
Sacramento, CA 95814  
916/323-9488

☐ Environmental Reviewer  
Native American Heritage Comm.  
915 Capitol Mall, Room 288  
Sacramento, CA 95814  
916/322-7791

☐ Gary L. Holloway  
California Coastal Commission  
631 Howard Street, 4th Floor  
San Francisco, CA 94105  
415/543-8555

☐ Hans Kreutzberg  
Office of Historic  
Preservation  
P.O. Box 2390  
Sacramento, CA 95811  
916/445-8006

☐ Greg Newhouse  
California Energy Commission  
1516 Ninth Street, Rm. 200  
Sacramento, CA 95814  
916/324-3222

☒ James M. Doyle  
Dept. of Parks and Recreation  
P.O. Box 2390  
Sacramento, CA 95811  
916/324-6421

☐ Earl Tucker  
Caltrans - Division of Aeronautics  
1120 N Street  
Sacramento, CA 95814  
916/322-9966

☒ Mike Burke  
Public Utilities Commission  
350 McAllister Street  
San Francisco, CA 94102  
415/557-3398

☐ Mary Kelly  
Caltrans - Planning  
1120 N Street  
Sacramento, CA 95814  
916/323-7222

☐ Kirk Stewart  
Public Works Board  
1025 P Street, 4th Floor  
Sacramento, CA 95814  
916/445-5332

☒ Dennis O'Bryant  
Dept. of Conservation  
1416 Ninth Street, Room 1326-2  
Sacramento, CA 95814  
916/322-5873

☐ Mel Schwartz  
Reclamation Board  
1416 Ninth Street  
Sacramento, CA 95814  
916/445-2458

☐ Div. of Mines and Geology  
☐ Div. of Oil and Gas  
☐ Land Resources Protect. Unit

☐ Robert Batha  
S.F. Bay Conservation & Dev't. Comm.  
30 Van Ness Avenue, Room 2011  
San Francisco, CA 94102  
415/557-3686

☐ Harry Krade  
Dept. of Food and Agriculture  
1220 N Street  
Sacramento, CA 95814  
916/322-1992

☐ Eric Maher  
Calif. Waste Management Board  
1020 Ninth Street, Room 300  
Sacramento, CA 95814  
916/322-0464

☐ Dennis Orrick  
Dept. of Forestry  
1416 Ninth Street, Room 1516-2  
Sacramento, CA 95814  
916/322-0128

☐ Teri Fukushima  
State Lands Commission  
1807 - 13th Street  
Sacramento, CA 95814  
916/322-7813

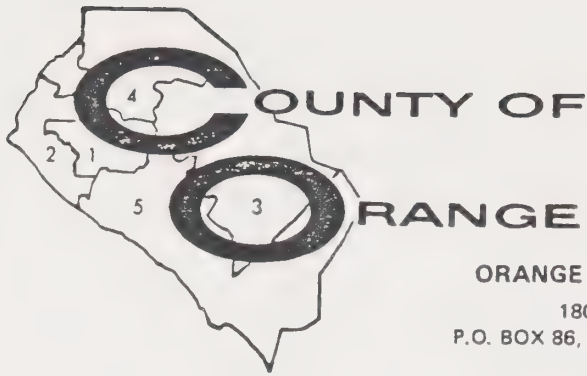
☐ James Hargrove  
Dept. of General Services  
1125 Tenth Street  
Sacramento, CA 95814  
916/324-0209

☒ Ken Fellows  
Dept. of Water Resources  
1416 Ninth Street  
Sacramento, CA 95814  
916/445-7416

☒ Kenneth Kizer  
Dept. of Health  
714 P Street, Room 1253  
Sacramento, CA 95814  
916/445-1248

☐ Reed Holderman  
State Coastal Conservancy  
1330 Broadway, Suite 1100  
Oakland, CA 94612  
415/464-1015

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LARRY J. HOLMS  
DIRECTOR OF FIRE SERVICES

SERVING THE UNINCORPORATED AREAS  
OF ORANGE COUNTY AND THE CITIES

CYPRESS  
IRVINE  
LA PALMA  
LOS ALAMITOS  
PLACENTIA  
SAN JUAN CAPISTRANO  
SEAL BEACH  
TUSTIN  
VILLA PARK  
YORBA LINDA

December 26, 1985

Ms. Mary Venables  
City of Cypress  
5275 Orange Avenue  
Cypress, CA 90630

SUBJECT: NOTICE OF PREPARATION DRAFT E.I.R.

The Orange County Fire Department has reviewed the project's initial study and find item 14, Public Services to be an accurate impact statement.

Please contact me at 538-3551 regarding this project.

Sincerely,

*Gene Hutain*  
Gene Hutain  
Fire Protection Planner

GH:bt



12-124 Ms Elyon:

RECEIVED DEC 2 7 1985

Please change your mailing list as shown below. Thank you.

Howard-Spencer

NOTICE OF PREPARATION

TO: Christine Howard-Spencer  
Environmental Coordinator  
~~Dick Hsu~~  
Orange County Transit District  
P.O. Box 3005  
Garden Grove, CA 92642

FROM: City of Cypress  
(Lead Agency)  
5275 Orange Avenue  
(Address)  
Cypress, CA 90630

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

The City of Cypress will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Ms. Mary Venables at the address shown above. We will need the name for a contact person in your agency.

Project Title: Update of the Land Use, Circulation, Noise, Open Space and Conservation Elements of the General Plan.

Project Applicant, if any:

City of Cypress

DATE: December 17, 1985

Signature [Signature]

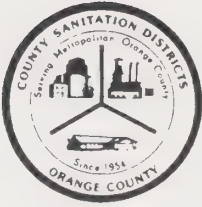
Title Planning Director

Telephone (714) 828-2200

Reference: California Administrative Code, Title 14, Sections 15035.7, 15054.3, 15066.



RECEIVED JAN 02 1986



# COUNTY SANITATION DISTRICTS OF ORANGE COUNTY, CALIFORNIA

P.O. BOX 8127, FOUNTAIN VALLEY, CALIFORNIA 92728-8127  
10844 ELLIS, FOUNTAIN VALLEY, CALIFORNIA 92708-7018  
(714) 540-2910 (714) 962-2411

December 30, 1985

City of Cypress  
5275 Orange Avenue  
Cypress, CA 90630

Attention: Ms. Mary Venables

Subject: Update of the Land Use, Circulation, Noise, Open Space and  
Conservation Elements of the General Plan

The District is in receipt of the Notice of Preparation for subject project. Because the actual development intensity for the various areas is not yet finalized, it is difficult for the District to determine the effect the proposed changes will have on our sewerage facilities. It should be noted that the area has been planned by the District for low density residential, medium density residential, and industrial development. The flow coefficients used by the Districts in master planning for these types of development are:

Low Density Residential	1550 gallons per day per acre
Medium Density Residential	3880 gallons per day per acre
Industrial	3880 gallons per day per acre

The project area is located within the boundaries of County Sanitation District No. 3. The Districts operate two treatment plants, one in the City of Fountain Valley and one in the City of Huntington Beach. The Districts operate under a NPDES permit issued by the California Regional Water Quality Control Board; this permit has a set discharge limit for biochemical oxygen demand and suspended solids. At the present time, the biochemical oxygen demand in the Districts' discharge is close to the limit. The staff projects that each million gallons per day of additional flow will add one part per million to the biochemical oxygen demand after treatment, therefore, significant land use changes will impact the Districts' facilities.

The Districts appreciate the opportunity to comment on the Notice of Preparation and look forward to reviewing the individual project EIR's as they are prepared. If you have any questions regarding the above information, please do not hesitate to contact the undersigned.

Hilary J. Baker  
Senior Administrative Assistant

SOUTHERN CALIFORNIA



COMPANY

ORANGE COUNTY DIVISION • P. O. BOX 3334, ANAHEIM, CALIFORNIA 92803-3334

Jan. 6, 1986

City of Cypress  
5275 Orange Ave.  
Cypress, CA 90630

Attn: Ms. Mary Venables

Subject: Environmental Impact Report - Cypress  
General Plan

This letter is not to be interpreted as a contractual commitment to serve the proposed project, but only as an information service. Its intent is to notify you that the Southern California Gas Company has facilities to the area where the above named project is proposed. Gas service to the project could be provided by a main extension from an existing main shown on the attached atlas sheet without any significant impact on the environment. The service would be in accordance with the Company's policies and extension rules on file with the California Public Utilities Commission at the time contractual arrangements are made.

The availability of natural gas service, as set forth in this letter, is based upon present conditions of gas supply and regulatory policies. As a public utility, the Southern California Gas Company is under the jurisdiction of the federal regulatory agencies. If these agencies take any action which affects gas supply or the condition under which service is available, gas service will be provided in accordance with revised conditions.

Residential (System Area Average)

Yearly

Single-family	1095	therms/year/dwelling unit
Multi-family 4 or less units	640	therms/year/dwelling unit
Multi-family 5 or less units	580	therms/year/dwelling unit

These estimates are based on gas consumption in residential units served by Southern California Gas Company during 1975 and it should not be implied that any particular home, apartment or tract of homes will use these amounts of energy. This is particularly true due to the State's new insulation requirements and consumers' efforts toward energy conservation.

We have developed several programs which are available, upon request, to provide assistance in selecting the most effective applications of energy conservation techniques for a particular project. If you desire further information on any of our energy programs, please contact this office for assistance.

Sincerely,



M. T. Roseen  
Technical Supervisor

LA/du  
attachment



RECEIVED JAN 08 1986

SOUTHERN CALIFORNIA WATER COMPANY

3625 WEST SIXTH STREET • LOS ANGELES, CALIFORNIA 90005 • TELEPHONE (213) 386-7800

DATE 1/7/86

To CITY OF CYPRESS  
5275 ORANGE AVENUE  
CYPRESS, CALIFORNIA 90630

ATTENTION CHRISTINE EYNOR

RE \_\_\_\_\_

GENTLEMEN:

WE ARE TRANSMITTING

☒ Attached  
☐ Under Separate Cover  
☐ Via \_\_\_\_\_

THE FOLLOWING

☐ Transparencies  
☐ Prints  
☐ Specifications  
☒ Letter  
☐ Legal Description  
☐ Other \_\_\_\_\_

FOR/PER

☐ Your Approval  
☐ Your Request  
☒ Your Information  
☐ Your Signature

REMARKS

THIS IS LET YOU KNOW THAT THERE IS NO ADVERSE IMPACTS.

SOUTHERN CALIFORNIA WATER COMPANY

By \_\_\_\_\_

*Southern California Edison Company*

P O BOX 2328

FULLERTON, CALIFORNIA 92633

January 6, 1986

Ms. Mary Venables  
City of Cypress  
5275 Orange Ave.  
Cypress, CA 90630

Reference: City of Cypress, General Plan

Gentlemen:

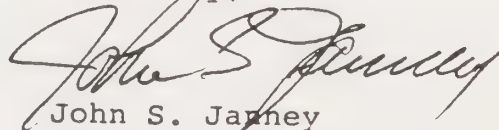
This is to advise that the subject property is located within the service territory of the Southern California Edison Company and that the electric loads of the project are within parameters of projected load growth which Edison is planning to meet in this area.

Unless the demand for electrical generating capacity exceeds our estimates, and provided that there are no unexpected outages to major sources of electrical supply, we expect to meet our electrical requirements for the next several years.

Our total system demand is expected to continue to increase annually; however, excluding any unforeseen problems, our plans for new generation resources indicate that our ability to serve all customers loads during peak demand periods will be adequate during the decade of the 80's.

Current conservation efforts on the part of Edison's customers has resulted in energy savings. Optimization of conservation measures in this project will contribute to the overall energy savings goal.

Sincerely,



John S. Jarney  
Customer Service Planner

JSJ:mjh





January 8, 1986

Ms. Mary Venables  
City of Cypress  
5275 Orange Avenue  
Cypress, CA 90630

Dear Ms. Venables:

The City of Stanton has received and reviewed the Notice of Preparation pertaining to the Update of the Land Use, Circulation, Noise, Open Space, and Conservation Elements of the City of Cypress General Plan.

Our only comment is that items 1b, 1c, and 1e be checked "Yes" or "Maybe" on the Environmental Checklist Form. Any future development in the City would result in disruption, displacement, compaction and overcovering of the soil with an impermeable surface. Development may also result in some topographical or ground surface relief changes. In addition, erosion would be likely to occur during construction.

If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in dark ink, reading "Dennis R. Mackay". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Dennis R. Mackay, AICP  
City Planner

DRM:dt

January 9, 1986

Ms. Mary Venables  
City of Cypress  
5275 Orange Avenue  
Cypress, California 90630

Re: Draft EIR - General Plan Update

Dear Ms. Venables:

I have reviewed your Environmental Checklist and proposed Land Use Map for your General Plan update project.


Just south of Centralia Street, in Lakewood, is Lakewood Shores, a single-family, planned unit development. Bordering this development is a rural/agricultural area in Cypress, along Acacia Drive. Land use conflicts have resulted from the location of high density development next to agricultural type uses. Your proposed land use map shows the area along Acacia Drive to be Low Density (0-5 un/acre). Does this land use designation permit rural or agricultural uses? If so, the EIR should address the impacts of rural land use next to high density residential land use.

In addition, we would support any efforts to annex the portion of the Forest Lawn Cemetary located in the City of Lakewood, as well as the single family residential area abutting Coyote Creek to the east, just north of Centralia Street. This area, although inside the City of Lakewood's boundary, would be better served by your city. Most of the neighborhood is actually in the city of Cypress and only the homes at the end of the cul-de-sacs are in Lakewood.

I look forward to reading the Draft EIR. If you have any questions concerning the above, please do not hesitate to contact me.

Sincerely,

CHARLES K. EBNER, AICP  
Director of Community development

  
SHAWNA CURTIS  
Assistant Planner

Lakewood

POST HEADQUARTERS  
ARMED FORCES RESERVE CENTER  
Building 57  
Los Alamitos, California 90720-5001

January 16, 1986

City of Cypress Planning Department  
ATTN: Ms. Mary Venables  
5275 Orange Avenue  
Cypress, California 90630

Dear Ms. Venables:

This office has reviewed the attached "Notice of Preparation" of a Draft Environmental Impact Report pertaining to the Update of the Land Use, Circulation, Noise, Open Space and Construction Elements of the General Plan.

Because the General Plan may impact the Los Alamitos Army Airfield (LAAAF) operations, we are quite concerned with possible intrusions into protected airspace. Also, the potential structures that may negatively affect present/future operations, and the instrument approaches into the airfield. In addition, the Armed Forces Reserve Center (AFRC) is concerned about buildings/structures, and land uses that would be incompatible with prudent safety guidelines previously outlined for the approach/departure flight paths at Los Alamitos Army Airfield. We continue to strongly recommend construction that is compatible with land use below the approach/departure flight paths. At this date, because this is a General Plan, we are unable to provide you with specific recommendations. The AFRC, therefore, reserves detailed comment until such time individual projects, buildings, and land uses are proposed.

Since the General Plan may be impacted by LAAAF operations, we request that you contact this office during the early design/development phases of specific projects. This will facilitate identification of problem areas that may have a negative impact upon the project or the airfield. Early resolution of these issues is in the best interest of both the City of Cypress and the AFRC.

If you have any questions regarding this matter, please feel free to contact this office. The point of contact is LTC Robert Brandt at (213) 493-8561.

Sincerely,

*Daniel J. Hernandez*  
Daniel J. Hernandez  
Colonel, TC, CAL ARNG  
Post Commander

CF:  
LTC Brandt

RECEIVED JAN 21 1986



GARDEN GROVE

# CITY OF GARDEN GROVE, CALIFORNIA

11391 ACACIA PARKWAY, P.O. BOX 3070, GARDEN GROVE, CALIFORNIA 92642

January 14, 1986

Ms. Mary Venables  
Planning Department  
City of Cypress  
5275 Orange Ave.  
Cypress, Ca 90630

RE: Notice of Preparation of Draft EIR, General Plan Revision

Dear Ms. Venables:

Thank you for notifying the City of Garden Grove regarding subject draft E.I.R. preparation. The City of Garden Grove does not have any comments pertaining to the scope of the draft E.I.R. being prepared for updating your General Plan. We would, however, appreciate a copy of the draft E.I.R. that will subsequently become available.

Please direct all correspondence for this project to Frank Haselton of our Advance Planning Section at the above address.

Sincerely,

JERRY L. BLUM *JLB*  
Planning Division Manager

*Frank L. Haselton*  
By: Frank Haselton  
Urban Planner





## ORANGE COUNTY TRANSIT DISTRICT

January 17, 1986

Ms. Mary Venables  
City of Cypress  
5275 Orange Avenue  
Cypress, CA 90630

Dear Ms. Venables:

SUBJECT: NOP DEIR UPDATE OF THE LAND USE, CIRCULATION, NOISE OPEN SPACE AND  
CONSERVATION ELEMENTS OF THE GENERAL PLAN.

We have reviewed this proposed project as described in the Notice of  
Preparation and have the following comments.

OCTD currently offers service on a number of routes in the City of Cypress, as  
shown on the attached maps and schedules. There are a number of bus stops  
within the City limits, as shown in Table 1.

We have a number of concerns relative to the incorporation of transit needs in  
the land use planning and other General Plan elements that will be updated  
during this project effort. Our specific concerns include:

- Certain land uses, particularly medium and high density residential,  
office, industrial, schools and others are compatible with transit  
service. To ensure access to available transit services for residents,  
employees and visitors, the following design features should be incor-  
porated in the Land Use and Circulation Elements of the General Plan:
  - Existing bus stops should be preserved, and amenities for these  
stops should be provided as part of new development or redevelopment  
activities occurring adjacent to each stop. Amenities include:  
shelters, benches, paved passenger waiting pads, and paved,  
handicapped accessible walkways between developments and the bus  
stops. Bus turnouts should be provided, if determined by the City  
Traffic Engineer to be necessary, based on traffic volumes and  
roadway cross-sections. The standards for bus stop amenities are  
detailed in the attached Design Guidelines for Bus Facilities. The  
City may wish to incorporate these standards in their General Plan,



to ensure that transit facilities throughout the City are provided consistent with the District's standards.

- Other land use concepts that are supportive of transit include placement of higher density uses along transit arterials and minimal setbacks between individual buildings and transit arterials.
- In an effort to maximize the coordination of transit and land use planning, the District actively practices its role as a responsible agency in reviewing and commenting on land use proposals in Orange County. Participation in early planning activities for land use projects provides the District an opportunity to maximize accessibility to transit for future residents, workers and visitors to a development, usually with only minor modifications to the proposed project. The City may wish to incorporate OCTD in its review process for land use approvals, by transmitting site plans, tentative tract and parcel maps and other development proposals for review of transit impacts and mitigation.
- Finally, as the proposed Land Use Element will consider continued business and industrial uses along Katella Avenue that may result in increased traffic, the City may wish to consider implementing demand management strategies to reduce these potential impacts. As the official rideshare agency for Orange County, the District can provide information and technical assistance in implementing a number of demand management strategies, including carpooling, vanpooling, and flextime. For additional information and assistance regarding demand management, please contact:

Mr. Gary Edson  
Program Manager, Commuter Network  
Orange County Transit District  
P.O. Box 3005  
Garden Grove, CA 92642  
(714) 971-6560

We appreciate the opportunity to provide input to this DEIR and would like to receive a copy of the DEIR when it becomes available for public review. If you have any questions, or require any additional information, please call me or Sina Zarifi at (714) 971-6549.

Sincerely,

*Christine Huard-Spencer*

Christine Huard-Spencer  
Environmental Coordinator

CHS:SZWN

Attachments: Figure 1: OCTD Bus Routes in the City of Cypress.  
Route maps and schedules for OCTD routes.  
Table 1: Existing OCTD Bus Stops in the City of Cypress.

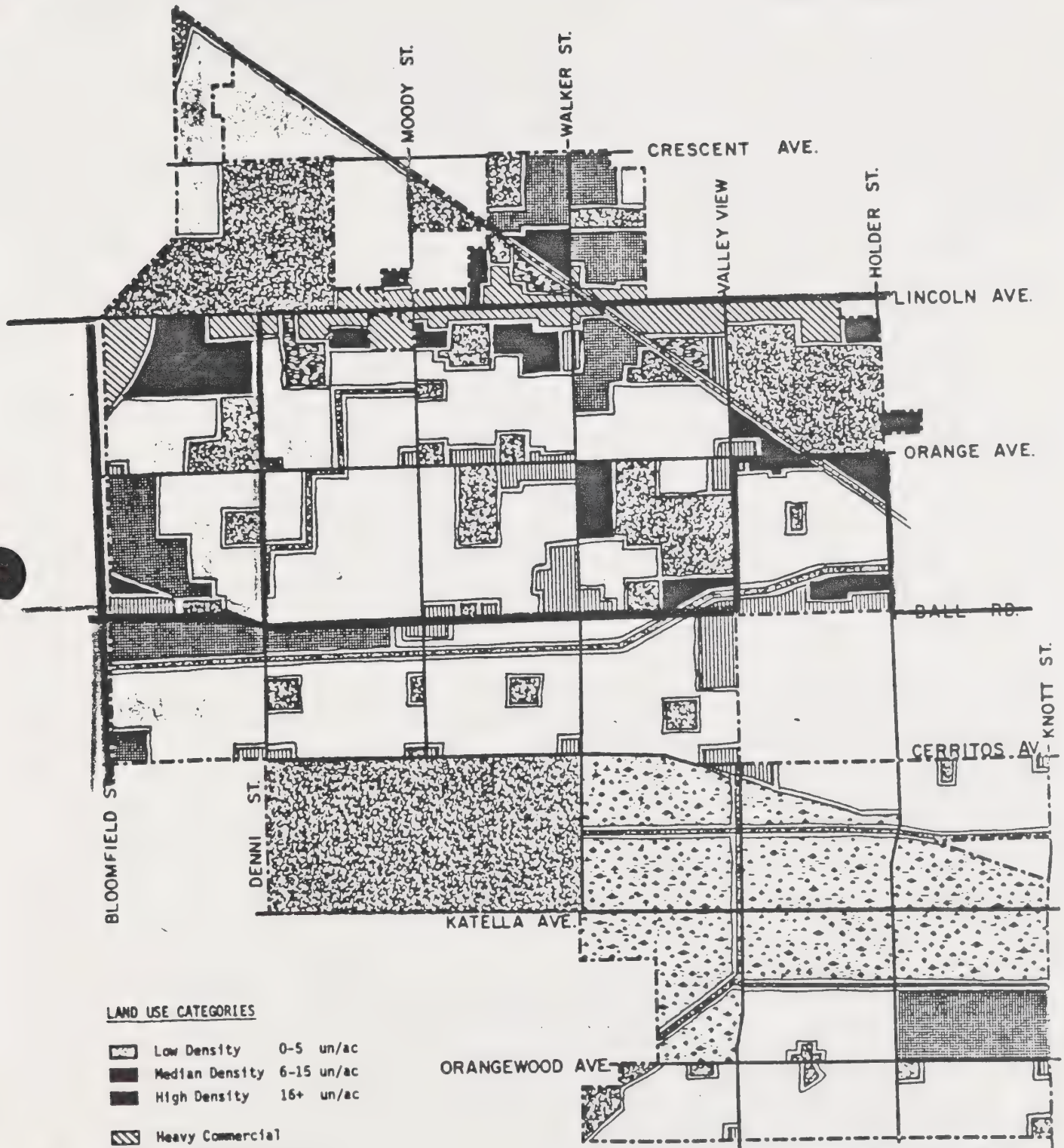


# OCTD ROUTES

- Route 25
- Route 36
- Route 42
- Route 46
- Route 50

FIGURE 1  
OCTD BUS STOPS IN  
THE CITY OF CYPRESS

## LAND USE MAP



### LAND USE CATEGORIES

- Low Density 0-5 un/ac
- Median Density 6-15 un/ac
- High Density 16+ un/ac
- Heavy Commercial
- General & Neighborhood Commercial
- Light Industrial
- Business Park
- Public & Semi-Public

FIGURE 1.

## GENERAL PLAN



CITY OF CYPRESS

TABLE 1  
EXISTING OCTD BUS STOPS  
IN THE CITY OF CYPRESS

Route 25 Southbound

Southbound Knott Avenue/FS Cerritos Avenue  
Southbound Knott Avenue/FS Jonathon Avenue  
Southbound Knott Avenue/NS Katella Avenue  
Southbound Knott Avenue/FS Grand Manan Drive  
Southbound Knott Avenue/FS Orangewood Avenue  
Southbound Knott Avenue/FS Leilani Lane

Route 36 Eastbound

Northbound Bloomfield Street/FS Cerritos Avenue  
Northbound Bloomfield Street/FS Marion Avenue  
Northbound Bloomfield Street/NS Larwin Avenue  
Eastbound Ball Road/FS Bloomfield Street  
Eastbound Ball Road/FS Delano Lane  
Northbound Denni Street/FS Ball Road  
Northbound Denni Street/Opp Via Majorca  
Northbound Denni Street/FS Orange Avenue  
Northbound Denni Street/FS Newman Avenue  
Northbound Denni Street/FS Rainier Drive  
Eastbound Lincoln Avenue/FS Denni Street  
Eastbound Lincoln Avenue/Opp Sumner Lane  
Northbound Broody Street/FS Lincoln Avenue

Route 36 Westbound

Westbound Lincoln Avenue/FS Moody Street  
Westbound Lincoln Avenue/FS Sumner Place  
Southbound Denni Street/FS Lincoln Avenue  
Southbound Denni Street/NS Surry Drive  
Southbound Denni Street/NS Orange Avenue  
Southbound Denni Street/FS Via Majorca  
Southbound Denni Street/FS Avenida Granada  
Westbound Ball Road/FS Denni Street  
Westbound Ball Road/Opp Delano Lane  
Westbound Ball Road/NS (400') Bloomfield Street

Route 42/42A Eastbound

Northbound Bloomfield Street/FS Cerritos Avenue  
Northbound Bloomfield Street/FS Marion Avenue  
Northbound Bloomfield Street/NS Larwin Avenue  
Eastbound Ball Road/FS Bloomfield Street  
Eastbound Ball Road/FS Delano Lane  
Northbound Denni Street/FS Ball Road  
Northbound Denni Street/Opp Via Majorca  
Northbound Denni Street/FS Orange Avenue  
Northbound Denni Street/FS Newman Avenue



Route 42/42A Eastbound (continued)

Northbound Denni Street/FS Rainier Drive  
Eastbound Lincoln Avenue/FS South leg of Bloomfield Street  
Eastbound Lincoln Avenue/FS Lincoln Plaza Way  
Eastbound Lincoln Avenue/FS Denni Street  
Eastbound Lincoln Avenue/Opp Sumner Lane  
Eastbound Lincoln Avenue/FS Moody Street  
Eastbound Lincoln Avenue/NS Grindlay Street  
Eastbound Lincoln Avenue/FS Walker Street  
Eastbound Lincoln Avenue/Opp Los Altos Drive

Route 42/42A Westbound

Westbound Lincoln Avenue/NS West Entrance to #5591  
Olympic Flame Restaurant  
Westbound Lincoln Avenue/FS Walker Street  
Westbound Lincoln Avenue/Opp Grindlay Street  
Westbound Lincoln Avenue/FS Moody Street  
Westbound Lincoln Avenue/FS Sumner Street  
Westbound Lincoln Avenue/Opp Denni Street  
Westbound Lincoln Avenue/Opp Lincoln Plaza Way  
Westbound Lincoln Avenue/Opp South leg of Bloomfield Street  
Southbound Denni Street/FS Lincoln Avenue  
Southbound Denni Street/NS Surry Drive  
Southbound Denni Street/NS Orange Avenue  
Southbound Denni Street/FS Via Majorca  
Southbound Denni Street/FS Avenida Granada  
Westbound Ball Road/FS Denni Street  
Westbound Ball Road/Opp Delano Lane  
Westbound Ball Road/NS (400') Bloomfield Street

Route 46 Southbound

Southbound Bloomfield Street/FS Lincoln Avenue  
Southbound Bloomfield Street/Opp Main Entrance to #9200 Villa Creek  
Apartments  
Eastbound Ball Road/FS Bloomfield Street  
Eastbound Ball Road/FS Delano Lane  
Eastbound Ball Road/FS Denni Street  
Eastbound Ball Road/FS Larwin Avenue  
Eastbound Ball Road/FS Moody Street  
Eastbound Ball Road/FS Saint Charles Street  
Eastbound Ball Road/FS Walker Street  
Eastbound Ball Road/NS Myra Avenue  
Northbound Valley View Street/FS Ball Road  
Northbound Valley View Street/FS Fred Drive  
Northbound Valley View Street/NS Marilyn Drive  
Eastbound Orange Avenue/FS Valley View Street  
Eastbound Orange Avenue/FS Juanita Street at railroad crossing  
Southbound Holder Street/FS Orange Avenue  
Southbound Holder Street/Opp Mount Whitney Drive  
Southbound Holder Street/FS Mount Ripley Drive

## Route 46 Westbound

Westbound Orange Avenue/FS Holder Street  
Westbound Orange Avenue/Opp Juanita Street at railroad crossing  
Southbound Valley View Street/FS Orange Avenue  
Southbound Valley View Street/Opp Fred Drive  
Westbound Ball Road/FS Valley View Street  
Westbound Ball Road/FS Cabrillo Way  
Westbound Ball Road/FS Walker Street  
Westbound Ball Road/FS Grindlay Street  
Westbound Ball Road/FS Moody Street  
Westbound Ball Road/Opp Larwin Avenue  
Westbound Ball Road/FS Denni Street  
Westbound Ball Road/Opp Delano Lane  
Westbound Ball Road/NS (400') Bloomfield Street  
Northbound Bloomfield Street/FS Ball Road  
Northbound Bloomfield Street/FS Via Ingresso  
Northbound Bloomfield Street/FS Orange Avenue  
Northbound Bloomfield Street/FS Cardiff Drive  
Northbound Bloomfield Street/At Main Entrance to #9200 Villa Creek  
Apartments  
Northbound Bloomfield Street/NS Lincoln Avenue

## Route 50/50A Eastbound

Eastbound	Katella	Avenue/Opp Douglas Avenue
Eastbound	Katella	Avenue/FS Valley View Street
Eastbound	Katella	Avenue/Opp Hope Street
Eastbound	Katella	Avenue/FS Holder Street
Eastbound	Katella	Avenue/FS Dana Way
Westbound	Katella	Avenue/FS Knott Avenue
Westbound	Katella	Avenue/FS Yamaha Way
Westbound	Katella	Avenue/FS Holder Street
Westbound	Katella	Avenue/FS Hope Street
Westbound	Katella	Avenue/FS Valley View Street
Westbound	Katella	Avenue/NS Douglas Drive
Westbound	Katella	Avenue/FS Walker Street
Westbound	Katella	Avenue/Opp Winners Circle
Westbound	Katella	Avenue/Opp Siboney Street
Westbound	Katella	Avenue/Opp Midway Drive

FS, NS, Opp: Relationship of stop relative to intersection between transit street and cross street - farside or nearside intersection, or opposite a "T" intersection.





SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS

600 South Commonwealth Avenue • Suite 1000 • Los Angeles • California • 90005 • 213/385-1000

DATE: January 29, 1986

TO: Ms. Mary Venables  
City of Cypress  
5275 Orange Avenue  
Cypress, California 90630

FROM: Metropolitan Clearinghouse

SUBJECT: UPDATE OF THE LAND USE, CIRCULATION, NOISE, OPEN SPACE, AND CONSERVATION  
ELEMENTS OF THE GENERAL PLAN. -- SCAG FILE NO. OR-34245-NP

Thank you for submitting the Notice to Prepare the environmental document for the referenced project for SCAG review. SCAG staff does not have comments at this time but looks forward to reviewing the environmental document when available.

Sincerely,

*Wendy A. Murphy*  
WENDY A. MURPHY  
Clearinghouse Official

WAM:wp5



## 8.0 FINAL ENVIRONMENTAL IMPACT REPORT

### 8.1 INTRODUCTION

The California Environmental Quality Act of 1970 (as amended) requires that Environmental Impact Reports (EIRs) be prepared for all projects that may have a significant effect on the environment. The City of Cypress has developed procedures and requirements for the implementation of the Act. As part of the required environmental process, a Final Environmental Impact Report must be prepared that summarizes and responds to comments received during the Draft Environmental Impact Report review period. This section contains copies of all written comments and responses. Verbal comments at public hearings are also included. The Final Environmental Impact Report is in two parts, the first part is the Draft Environmental Impact Report contained in Sections 1.0 through 7.0; the second is the material contained in this section.

The intent of the Draft Environmental Impact Report comment procedure is to provide responsible agencies, organizations and individuals interested in the project being evaluated an opportunity to comment on the completeness, objectivity and adequacy of the report itself. Other comments related to the design of the project, the advisability of implementing the project, or whether the project should be approved by the City of Cypress should be received during the public hearings on the project itself, and not the Environmental Impact Report. However, any such comments that were received as part of the EIR review process have been included herein, and are recommended for forwarding to the appropriate reviewing body.



8.2 NOTICE OF COMPLETION AND DISTRIBUTION LIST





## CITY OF CYPRESS

5275 Orange Avenue  
Cypress, California 90630

(714) 828-2200

### NOTICE OF COMPLETION FORM

Project Title			
Update of the Land Use, Circulation, Noise, Open Space, Conservation and Recreation Elements of the General Plan and Reference E.I.R.			
Project Location - Specific			
Citywide			
Project Location - City		Project Location - County	
Cypress		Orange	
Description of Nature, Purpose, and Beneficiaries of Project			
The project consists of an update of the Land Use, Circulation, Noise, and Open Space, Conservation and Recreation Elements of the Cypress General Plan. This project is sponsored by the City of Cypress and will have a Citywide benefit. The Environmental Impact Report is a reference E.I.R.			
Lead Agency		Division	
City of Cypress		Planning Department	
Address Where Copy of EIR is Available			
Cypress City Hall, 5275 Orange Avenue, Cypress, California 90630			
Review Period			
The City has requested a 30-day review period. If approved, said review period should commence June 9, 1986 and end July 8, 1986.			
Contact Person	Area Code	Telephone	Extension
Mary Venables	(714)	828-2200	250

## NOTICE OF COMPLETION AND ENVIRONMENTAL DOCUMENT FORM

See NOTE Below

SCH # 86010109

1. Project Title: Cypress General Plan Update  
 2. Lead Agency: City of Cypress 3. Contact Person: Mary Venables  
 3a. Street Address: 5275 Orange Avenue 3b. City: Cypress  
 3c. County: Orange 3d. Zip: 90630 3e. Phone: (714) 828-2200 ext. 250  
 PROJECT LOCATION 4. County: Orange 4a. City/Community: Cypress  
 4b. (optional) Assessor's Parcel No. \_\_\_\_\_ 4c. Section \_\_\_\_\_ Twp. \_\_\_\_\_ Range \_\_\_\_\_  
 5a. Cross Streets: Citywide 5b. For Rural, Nearest Community: N/A  
 6 Within 2 miles of: a. State Hwy No. 110NE b. Airports AFRC c. Waterways flood control channels

## 7. DOCUMENT TYPE

CEQA  
 01 NOP  
 02 Early Cons  
 03 Neg Dec  
 04 X Draft EIR  
 05 Supplement/  
Subsequent EIR  
 (if so, prior SCH # \_\_\_\_\_)

NEPA

06 Notice of Intent  
 07 Envir. Assessment/  
FONSI  
 08 Draft EIS

OTHER

09 Information Only  
 10 Final Document  
 11 Other

## 8. LOCAL ACTION TYPE

01 X General Plan Update  
 02 New Element  
 03 General Plan Amendment  
 04 Master Plan  
 05 Annexation  
 06 Specific Plan  
 07 Redevelopment  
 08 Rezone  
 09 Land Division  
 (Subdivision, Parcel Map,  
 Tract Map, etc.)  
 10 Use Permit  
 11 Cancel Ag Preserve  
 12 Other

## 10. DEVELOPMENT TYPE

01 Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_  
 02 Office: Sq.Ft. \_\_\_\_\_  
Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 03 Shopping/Commercial: Sq.Ft. \_\_\_\_\_  
Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 04 Industrial: Sq.Ft. \_\_\_\_\_  
Acres \_\_\_\_\_ Employees \_\_\_\_\_  
 05 Sewer: MGD \_\_\_\_\_  
 06 Water: MGD \_\_\_\_\_  
 07 Transportation: Type \_\_\_\_\_  
 08 Mineral Extraction: Mineral \_\_\_\_\_  
 09 Power Generation: Wattage \_\_\_\_\_  
Type: \_\_\_\_\_  
 10 X Other: N/A

9. TOTAL ACRES: Citywide  
6.38 sq. miles

## 11. PROJECT ISSUES DISCUSSED IN DOCUMENT

01 <u>X</u> Aesthetic/Visual	08 <u>X</u> Geologic/Seismic	15 <u>X</u> Sewer Capacity	22 <u>X</u> Water Supply
02 <u>X</u> Agricultural Land	09 <u>X</u> Jobs/Housing Balance	16 <u>X</u> Soil Erosion	23 <u>Wetland/Riparian</u>
03 <u>X</u> Air Quality	10 <u>Minerals</u>	17 <u>X</u> Solid Waste	24 <u>Wildlife</u>
04 <u>Archaeological/Historical</u>	11 <u>X</u> Noise	18 <u>X</u> Toxic/Hazardous	25 <u>X</u> Growth Inducing
05 <u>Coastal Zone</u>	12 <u>X</u> Public Services	19 <u>X</u> Traffic/Circulation	26 <u>X</u> Incompatible Landuse
06 <u>Fire Hazard</u>	13 <u>X</u> Schools	20 <u>X</u> Vegetation	27 <u>X</u> Cumulative Effects
07 <u>X</u> Flooding/Drainage	14 <u>X</u> Septic Systems	21 <u>X</u> Water Quality	28 <u>Other</u>

12. FUNDING (approx.) Federal \$ N/A State \$ N/A Total \$ N/A

## 13. PRESENT LAND USE AND ZONING

N/A

## 14. PROJECT DESCRIPTION

The project consists of an update of the Land Use, Circulation, Noise, and Open Space, Conservation and Recreation Elements of the Cypress General Plan. This project is sponsored by the City of Cypress and will have a citywide benefit. The Environmental Impact Report is a reference E.I.R.

## 15. SIGNATURE OF LEAD AGENCY REPRESENTATIVE

*Mary Venables* Date 6-6-86

N.B. - Clearinghouse will assign identification numbers for all new projects. If a 20 Number already exists for a project, it is a continuation of a previously identified project.

REVIEWING AGENCIES

<u>      </u> Resources Agency	<u>      </u> CTRPA (CalTRPA)
<u>  X  </u> Air Resources Board	<u>      </u> TRPA (Tahoe RPA)
<u>  X  </u> Conservation	<u>      </u> Bay Conservation & Dev't Comm
<u>  X  </u> Fish and Game	<u>  X  </u> Parks and Recreation
<u>      </u> Coastal Commission	<u>      </u> Office of Historic Preservation
<u>  X  </u> Caltrans District <u>  7  </u>	<u>      </u> Native American Heritage Comm
<u>      </u> Caltrans - Planning	<u>      </u> State Lands Comm
<u>      </u> Caltrans - Aeronautics	<u>  X  </u> Public Utilities Comm
<u>      </u> California Highway Patrol	<u>      </u> Energy Comm
<u>      </u> Boating and Waterways	<u>      </u> Food and Agriculture
<u>      </u> Forestry	<u>  X  </u> Health Services
<u>      </u> State Water Resources Control	<u>      </u> Statewide Health Planning (hospitals)
Board - Headquarters	<u>      </u> Housing and Community Dev't
<u>  X  </u> Regional Water Quality Control	<u>      </u> Corrections
Board, Region <u>  8  </u>	<u>      </u> General Services
<u>      </u> Division of Water Rights (SWRCB)	<u>      </u> Office of Local Assistance
<u>      </u> Division of Water Quality (SWRCB)	<u>      </u> Public Works Board
<u>  X  </u> Department of Water Resources	
<u>      </u> Reclamation Board	<u>      </u> Local Government Unit (OPR)
<u>      </u> Solid Waste Management Board	<u>      </u> Santa Monica Mountains Conservancy
<u>      </u> Colorado River Board	<u>      </u> Other _____

FOR SCH USE ONLY

Date Received at SCH _____	Catalog Number _____
Date Review Starts _____	Proponent _____
Date to Agencies _____	Consultant _____
Date to SCH _____	Contact _____ Phone _____
Clearance Date _____	Address _____
Notes _____	

REVIEW AGENCIES FOR NOTICE OF PREPARATION

GENERAL PLAN UPDATE

Ronald K. Baker  
Environmental Specialist  
California Regional Water Quality  
Control Board  
Santa Ana Region  
6809 Indiana Avenue, Suite 200  
Riverside, CA 92506

Walt Donovan  
Southern California Edison Company  
P. O. Box 2328  
Fullerton, CA 92633

J. W. Farrel  
Fire Protection Analyst  
Orange County Fire Department  
180 South Water Street  
P. O. Box 86  
Orange, CA 92666

Joe Price  
Southern California Water Company  
P. O. Box 518  
Los Alamitos, CA 90720

Joe Moreno  
Southern California Gas Company  
202 West Amerige  
Fullerton, CA 92632

Ron Lowenberg  
Police Chief  
City of Cypress

Marvin De Carlo  
Director  
Recreation and Parks Department  
City of Cypress

Robert F. Beardsley  
Public Works Director  
City of Cypress

Larry Hurst  
Finance Director  
City of Cypress

Wayne Ballantine  
State of California  
Department of Transportation  
District 7  
Environmental Planning Branch  
P. O. Box 2304  
Los Angeles, CA 90051

F. W. Olson, Manager  
Orange County  
Environmental Management Agency  
P. O. Box 4048  
Santa Ana, CA 92702-4048

Hilary Baker  
County Sanitation District of  
Orange County  
P. O. Box 8127  
Fountain Valley, CA 92708

~~B. G. Doer, Manager~~ Frank R. Bowerman  
County of Orange Director + Chief Engineer  
General Services Agency  
Solid Waste Management Division  
~~1300 South Grand Avenue~~ 1200 N. Main St  
Santa Ana, CA ~~92705~~ Suite 206  
92701

Mark Alpers, Clearinghouse Official  
Southern California Association  
of Governments  
600 South Commonwealth Avenue, Suite 1000  
Los Angeles, CA 90005

Brian Farris  
South Coast Air Quality Management  
District  
9150 East Flair Drive  
El Monte, CA 91731

Christine Huard - Spencer  
~~Dick Hsu~~ Environmental Coordinator  
Orange County Transit District  
Post Office Box 5005  
Garden Grove, CA 92642



*Glenn Stober*

Chris Goggin  
Office of Planning & Research  
State of California  
1400 Tenth Street  
Sacramento, CA 95814

Roy Bruckner  
Community Development Director  
City of Stanton  
10660 Western  
Stanton, CA 90680

Steven K. Wong  
Orange County Environmental  
Health Division  
P. O. Box 355  
Santa Ana, CA 92702

Pat Brown  
Director of Planning & Community Development  
City of Buena Park  
6650 Beach Boulevard  
Buena Park, CA 90621

Joel Fick  
Assistant Director for Planning  
City of Anaheim  
200 S. Anaheim Boulevard  
Anaheim, CA 92805

Larry Emerson  
Associate Planner  
City of Los Alamitos  
3191 Katella Avenue  
Los Alamitos, CA 90720

Richard L. Polen  
Director of Public Works  
City of La Palma  
7822 Walker Street  
La Palma, CA 90623

Stewart O. Miller  
Director of Development Services  
City of Garden Grove  
11591 Acacia Parkway  
Garden Grove, CA 92640

Charles K. Ebner  
Director of Community Development  
City of Lakewood  
5050 North Clark Avenue  
Lakewood, CA 90714

*Christopher S. Caliendo*  
~~Alfred W. Brady~~  
Secretary/Planner  
Airport Land Use Commission  
for Orange County  
3151 Airway Avenue, Bldg. K  
Costa Mesa, CA 92626

Randy Nichols  
Planning Director  
City of Hawaiian Gardens  
21815 Pioneer Boulevard  
Hawaiian Gardens, CA 90716

Major William J. Davies  
Airfield Operations Officer  
Los Alamitos Army Airfield  
Building 1, AFRC  
Los Alamitos, CA 90720

Dennis Davis  
Planning Director  
City of Cerritos  
P. O. Box 306  
Cerritos, CA 90701

(31)  
Darrell Essex  
City Manager/City Clerk  
City of Cypress

Robert Paternoster  
Planning Director  
City of Long Beach  
333 West Ocean Blvd.  
Long Beach, CA 90802  
Attn: Planning & Building, 4th Floor



### 8.3 WRITTEN COMMENTS AND REPONSES

The following section contains copies of all written comments on the Draft Environmental Impact Report and written responses to each of the comments. A copy of the written material is presented first, with a summary of the comment and written response following.



RECEIVED JUL 18 1986



R. A. SCOTT  
Director, General Services Agency

FRANK BOWERMAN  
Director & Chief Engineer

H. WILLIAM KIRKWOOD  
Assistant Director

WASTE MANAGEMENT PROGRAM

1200 N. Main St., Suite 206  
Santa Ana, California 92701  
(714) 834-8100

June 13, 1986

Mary Venables,  
Associate Planner  
City of Cypress  
5275 Orange Avenue  
Cypress, CA 90630

Re: CHANGE OF DIRECTOR & CHANGE OF ADDRESS

Dear Ms. Venables:

We received the Draft E.I.R. for General Plan Update on June 9, 1986.

This letter is to advise you of a change of Director and change of address.

The Director of the GSA/Waste Management Program is:

Frank R. Bowerman, Director & Chief Engineer  
1200 N. Main St., Suite 206  
Santa Ana, CA 92701

Please note above for future reference. Thank you.

Sincerely,

Susan Reuter,  
Secretary

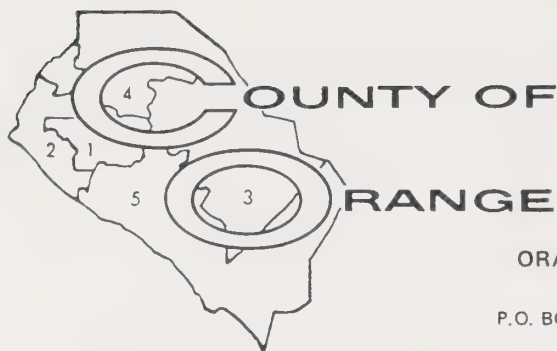


## RESPONSE TO COMMENTS

### COUNTY OF ORANGE WASTE MANAGEMENT PROGRAM

COMMENT: The Waste Management Program received the EIR, but expressed no comments except to note a change of director and address.

RESPONSE: Change of address and director is noted.



RECEIVED JUN 19 1986

LARRY J. HOLMS  
DIRECTOR OF FIRE SERVICES

SERVING THE UNINCORPORATED AREAS  
OF ORANGE COUNTY AND THE CITIES OF:

CYPRESS  
IRVINE  
LA PALMA  
LOS ALAMITOS  
PLACENTIA  
SAN JUAN CAPISTRANO  
SEAL BEACH  
TUSTIN  
VILLA PARK  
YORBA LINDA

ORANGE COUNTY FIRE DEPARTMENT  
180 SOUTH WATER STREET  
P.O. BOX 86, ORANGE, CALIFORNIA 92666-0086  
(714) 538-3551

June 16, 1986

Mary Venables, Associate Planner  
City of Cypress  
5275 Orange Ave.  
Cypress, CA 90630

SUBJECT: DRAFT E.I.R. FOR GENERAL PLAN UPDATE

The Orange County Fire Department has reviewed the draft E.I.R. for General Plan Update and we have no additional comments.

Sincerely,

Gene Hutain  
Fire Protection Planner

GH:eb

RESPONSE TO COMMENTS

ORANGE COUNTY FIRE DEPARTMENT

COMMENT: The Fire Department has no comments.

RESPONSE: None

RECEIVED JUL - 9 1986

POST HEADQUARTERS  
ARMED FORCES RESERVE CENTER  
California Army National Guard  
Building 57  
Los Alamitos, California 90720-5001

CALA-CR

7 July 1986

SUBJECT: Draft E.I.R. for General Plan Update

City of Cypress Planning Department  
ATTN: Ms. Mary Venables  
5275 Orange Avenue  
Cypress, California 90630

Dear Ms. Venables:

We have reviewed the Draft Land Use, Noise, Circulation, Open Space, Conservation and Recreation Elements and the referenced Environmental Impact Report for the General Plan Update.

We concur with the City of Cypress guidelines outlined in the General Plan which adopts land use criteria of the Orange County Airport Environs (AELUP) (Page 20 of the City of Cypress General Plan). The Los Alamitos Armed Forces Reserve Center is concerned about buildings/developments and large concentrations of people that may be detrimental to the operation of the Los Alamitos Army Airfield. We feel that the provisions of the General Plan will go a long way to address both the interests of the City of Cypress and AFRC alike.

There are however, a few areas that we recommend be changed in the Draft E.I.R./General Plan as follows:

All Reference to "Naval Air Station, Los Alamitos"/NAS, Los Alamitos" should be changed to read "Los Alamitos Army Airfield" (see Land Use Element, Page 20, first two paragraphs).

The number of helicopter landings at the Los Alamitos Army Airfield averages to 85 landings per day (see Circulation Element, Page 12, last paragraph, last sentence and Noise Element, Page 7, first paragraph, last sentence at the top of the page). Recommend the following sentence replace the above referenced sentences as follows: "At present, the base averages 108,000 operations which include helicopters, jet trainers and large transport airplane landings and takeoffs".


It is our intention to continue working closely with the City of Cypress - maintaining an open line of communication to resolve land use, noise and circulation issues. If we can provide

CALA-CR

SUBJECT: Draft E.I.R. for General Plan Update

any further information or assistance in this matter, please feel free to contact this office. The Point of Contact is Colonel Robert J. Brandt at (213) 493-8561.

Sincerely,

  
DANIEL J. HERNANDEZ  
COL, TC, CA ARNG  
Post Commander

1 Encl  
Ltr dtd 6 Jun 86

CF:  
COL Brandt



## RESPONSE TO COMMENTS

### ARMED FORCES RESERVE CENTER, LOS ALAMITOS

COMMENT: The Los Alamitos Armed Forces Reserve Center agrees with the General Plan policies that adopt the criteria of the Orange County Airport Environs Land Use Plan. Two corrections are, however, requested. The first is to correct the name of the airfield used in the Land Use Element. The second is to correct the number of operations at the base referred to in the Circulation and Noise Elements.

RESPONSE: 1. The reference to "Naval Air Station, Los Alamitos" or "NAS, Los Alamitos" on page 20 of the Land Use Element will be changed as requested to "Los Alamitos Army Airfield."

2. The last sentence of the last paragraph on page 12 in the Circulation Element will be changed to read as follows:

At present, though, the base averages 108,000 operations per year, which includes helicopters, jet trainers and large transport airplane landings and takeoffs.

The incorrect sentence referred only to helicopter landings over Cypress on an average day. Takeoffs, operations contained wholly within the bounds of the base, and landings from other directions were not considered in the original sentence.

3. The last sentence of the first paragraph on page 7\* in the Noise Element will be changed, and a new sentence will be added to read as follows:

The base averages about 11 landings per day of helicopters (UH-1, CH-53 and AH-1), and about one transport landing every five days (C-141 or C-5) along approaches passing over Cypress. At present, the base averages a total of 108,000 operations per year, which includes helicopters, jet trainers, and large transport airplane landings and takeoffs.

The reference to 11 landings per day was the standard used for preparing the Noise Element, and was not intended as a reflection of total base operations. Only noise from helicopter and large aircraft landings were analyzed as they passed over Cypress. Takeoffs, landings along other approach routes, and operations contained wholly within the bounds of the base were not considered for purposes of the Noise Element.

\* Page 16 of the Final Noise Element

RECEIVED JUL - 7 1986

CITY OF BUENA PARK



C A L I F O R N I A 9 0 6 2 2

6650 BEACH BOULEVARD, P.O. BOX 5009, PHONE: AREA CODE (714) 521-9900

DEPT. OF PLANNING AND BUILDING  
PATRICK D. BROWN, Director

June 30, 1986

Ms. Mary Venables  
Associate Planner  
City of Cypress  
5275 Orange Avenue  
Cypress, California 90630

Dear Mary:

The Buena Park Planning Department appreciates the opportunity to review and comment upon the proposed Cypress General Plan update and the Draft EIR therefor. After review and analysis, we comment as follows:

\* The Land Use Element proposes certain changes to land usage in the southern portion of the City to further its development as a business park. On page 16 of this element, it is noted that SCAG estimates the development in the proposed land use will generate a total of 27,000 local jobs by the year 2000. The Initial Study on page 3 indicates that along Katella Avenue continued development of industrial warehouse and office uses will result in a significant change in land usage, and a significant increase in the intensity of land uses. On page 4 of this document, it is stated that this will in turn directly impact all transportation facilities in the immediate area and could result in significant congestion. Thus, we believe it can be concluded that the modifications proposed to the Land Use Element will cause negative consequences to traffic and circulation in the general area including surrounding jurisdictions as well as Cypress.

Our comment in this regard is that the mitigation measures to resolve or alleviate these impacts appears to be tied to a TSM study which is not completed, and, therefore, the mitigation measures are not known. We feel that pursuant to CEQA, these mitigation measures should be known by Cypress' decision making bodies prior to the decision on the land use element changes that cause the impacts.

\* Secondly, we are concerned with the improvements proposed that will allow direct access to Holder Street at Cerritos Avenue from the proposed business park. Although Holder Street is a secondary highway between Cerritos Avenue and Lincoln Avenue in both our jurisdictions, it becomes a residential street north of Lincoln Avenue. As noted in the proposed Circulation Element, the intersections of Lincoln Avenue and Valley View as well as Lincoln Avenue and Knott Avenue will be impacted to Level of Service E without improvements of some nature. We are concerned that if such improvements prove infeasible or are not completed in time, that traffic generated will proceed northerly on Holder Street north of Lincoln Avenue through the abutting residential districts.

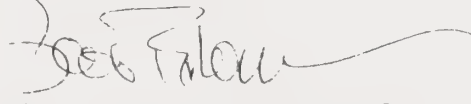
Ms. Mary Venables

Page 2

June 30, 1986

We hope the above comments will be helpful and anticipate a thorough analysis of the above concerns. We would appreciate receiving a copy of the final EIR.

Very truly yours,

  
Patrick D. Brown, Director of  
Planning and Community Development

PDB:KWG:khd

## RESPONSE TO COMMENTS

### CITY OF BUENA PARK

COMMENT: The City of Buena Park has two comments regarding the EIR. First, the city commented that the Transportation System Management (TSM) study recommended for implementation in the Circulation Element should be completed and its recommendations known prior to the adoption of the revised Land Use Element. Second, Buena Park expressed concern that the improvements recommended in the Land Use Element that would allow access to Holder Street at Cerritos Avenue from the proposed business park would encourage traffic to travel north on Holder Street into residential districts in Buena Park north of Lincoln Avenue. This tendency to travel north on Holder would be caused by congestion at Lincoln Avenue and Valley View Street and at Lincoln Avenue and Knott Street.

RESPONSE: 1. The references made to employment in the comment letter are correct, and as noted in the Circulation Element increased employment along Katella will increase congestion to unacceptable levels along Valley View without adequate mitigation policies. To this end, a TSM study was recommended. This study is currently underway. At the level of generalization inherent in general plans, detailed engineering and transportation management measures are not always necessary or appropriate. The recommendation of a TSM in the Circulation Element, however, makes the adoption of measures to ease traffic congestion formal policy of the City of Cypress. The California Environmental Quality Act (CEQA) does not require detailed reporting of the precise details of mitigation measures at the level of abstraction inherent in general plans. Specifically, Section 15147 of the CEQA Guidelines indicates that the degree of specificity of an EIR will correspond to the degree of specificity of the project being analyzed. No change in the detail of the recommendations for a TSM are, therefore, considered necessary.

2. The second comment reflected confusion that could be caused by unclear wording in the first paragraph on page 15 in the Circulation Element. This paragraph could be read to imply that the intersection of Knott with Lincoln could reach a Level of Service E without improvements of some sort. The reference was to Knott and Katella, not to Knott and Lincoln. The misleading wording was corrected in the hearing draft of the Circulation Element.

No business park development proposed in the Land Use Element takes access to Holder near Cerritos, or to Cerritos near Holder. It can be expected, though, that some traffic from the business park area may travel north along Holder for a distance. However, it cannot be expected that a significant amount of this traffic will reach Holder north of Lincoln. Rather, this traffic will use Holder as a convenience until an east-west arterial street north of Valley View is reached. Note that the traffic counts

for arterial streets in the Circulation Element ( Exhibit 3, page 8) are an estimate of total traffic along Cypress' arterial streets generated by all development in the region, and not only by development within Cypress. No change to the Circulation Element, the Land Use Element or the EIR appears warranted in this regard.

2008-08-10



MURRAY STORM  
DIRECTOR, EMA

ROBERT G. FISHER  
DIRECTOR OF PLANNING

LOCATION:  
12 CIVIC CENTER PLAZA  
P.O. BOX 4048  
SANTA ANA, CA 92702-4048

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ENVIRONMENTAL MANAGEMENT AGENCY  
PLANNING

July 14, 1986

FILE NCL 6002

Ms. Mary Venables  
Planning Department  
City of Cypress  
5275 Orange Avenue  
Cypress, CA 90630

Subject: Reference EIR for Draft Updates of the Land Use, Noise, Circulation,  
Open Space, Conservation and Recreation Elements of the General Plan.

Dear Ms. Venables:

The County of Orange has reviewed the above noted Reference Environmental Impact Report pertaining to draft updates of the various subject elements of the City's General Plan, and offer the following comments for your consideration:

Flood Control

- ° The Draft EIR states that the flood control channels and retention basin within the City of Cypress protect its entire area from inundation during a 100-year storm. This statement needs clarification. Coyote Creek Channel (A01) will convey the 100-year discharge. Carbon Creek Channel (B01) from Coyote Creek upstream to Denni Street will be improved this summer, bringing the last portion of B01 within the City of Cypress up to 100-year capacity. The entire reach of Moody Creek Channel (B02) within the City of Cypress is not designed for 100-year capacity. This needs to be mentioned in the EIR. It should also be noted that tributary inundation may be caused by lateral storm drains that may not have the capacity of delivering a 100-year runoff.
- ° The Flood Program Office does not have a copy of the City of Cypress' Flood Insurance Rate Map (FIRM), thus a determination of flood zone could not be made. The Draft EIR should, however, mention the FIRM zone and any potential flooding threat related to that zone.

Bikeways

The document should include a discussion of the relationship between the City's ultimate bikeway system and the Master Plan of Countywide Bikeways (MPCB). Exhibit 4 of the Circulation Chapter depicts existing bikeways within the City, but does not show future or distinct regional routes. This information

Ms. Mary Venables

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is necessary for funding coordination for the Countywide regional bikeways. Variations between the City and the County's MPCB need to be resolved to maintain the required consistency for establishing bikeway facilities. These facilities are mitigation measures to reduce traffic congestion, vehicular noise and air pollution by encouraging the use of bicycles as an alternative mode of transportation. Such information would be in compliance with the Air Quality Management Plan 1982 Revision, adopted by the Orange County Board of Supervisors on September 27, 1983.

Thank you for the opportunity to review the Reference Environmental Impact Report. If you have any questions or comments on this matter, please contact Brian Helvey at 834-6735.

Very truly yours,

*Michael M. Ruane*

Michael M. Ruane, Chief  
EMA/ESP-Capital Projects

BH:jb(2-56)6195

RESPONSE TO COMMENTS  
COUNTY OF ORANGE  
ENVIRONMENTAL MANAGEMENT AGENCY

- COMMENT: 1. The County noted that the EIR states that the City of Cypress is not subject to inundation during a 100 year storm, and that all flood control channels are capable of protecting the City from inundation. Clarification was requested because not all flood control channels in the City are capable of conveying a 100 year discharge. Specifically, improvements to Carbon Creek Channel will not be complete until the summer of 1986, and Moody Creek Channel within the City limits is not capable of carrying a 100 year flood. It is also possible that some local lateral storm drains cannot carry a 100 year flow. Also, the County has no records of a Flood Insurance Rate Map for making a determination of flood zone, but that the EIR should make mention of the rate zone and the accompanying flooding potential.
2. The County requested a discussion of the relationship between the Circulation Element's existing bikeway system (Exhibit 4, page 10 of the Circulation Element) and the Master Plan of Countywide Bikeways. The County also requested a discussion of future routes.

- RESPONSE: 1. The County's comments regarding the capacities of local flood control facilities is acknowledged, and incorporated herewith into the EIR. Since Carbon Creek Channel will be completed during the summer of 1986, Carbon Creek can be regarded as being adequate to carry the 100 year flood during the lifetime of the Land Use Element of the General Plan. Moody Creek Channel runs through a cemetery along the creek's reach within Cypress and does not directly abut any structures intended for human occupancy. No new development, land use changes or intensifications in existing land uses around Moody Creek are called for by the Land Use Element, with the cemetery remaining as open space.

Localized flooding could occur around local lateral storm drains during a 100 year storm due to underdesign or local blockage. Such flooding would be localized. Note though that the local street system would also carry a substantial amount of water during intense storms, but that most structures intended for human occupancy such as residential units would remain above the flood levels. No data is available regarding the storm drain system's capacity on a drain-by-drain basis. City policy requires that all units be protected from the 100 year storm.

In regards to Flood Insurance Rate Map flood zones, all of the City of Cypress is within Zone C, or within an area of minimum flood hazards. Because of this, the Flood Insurance Rate Maps were withdrawn by the Federal National Flood Insurance Program on August 11, 1981 pursuant to Order 108099. Because Cypress is entirely within Zone C, residential units and structures intended for human occupancy would not be flooded during a 100 year storm.

Flooding could be expected during a storm that has a statistical chance of occurring less than once every 200 years. This exceeds the national 100 year standard. This was the reason that the statement in the EIR that flood control facilities protect the entire city from inundation during a 100 year storm was made (see page 7 of the EIR).

No changes to the Land Use Element appear necessary.

2. Exhibit 4 of the Circulation Element only depicts existing bike-ways within the City of Cypress; Exhibit 8, page 24, is the bicycle path plan for the City that shows future bikeways within the City.

The text of the Circulation Element should be changed to add the following two paragraphs regarding the consistency of the Circulation Element with the Master Plan of Countywide Bikeways:

The Circulation Element is consistent with the Orange County Master Plan of Countywide Bikeways (MPCB). The MPCB shows regional east-west bike paths along La Palma, Ball and the Stanton Storm Channel, and north-south paths along Valley View and Knott north of Ball. Coyote Creek Channel is also a regional path for the County of Los Angeles. The Bicycle Path Plan (Exhibit 8) indicates bike paths along the same streets as the above referenced regional trails. In addition, arrows on Exhibit 8 indicate interconnections with trails of other cities and the regional trail system.

The designations on Exhibit 8 are intended as minimum standards, not as absolutes that cannot be exceeded. Proposals to build bike paths to a higher standard than indicated will be considered as being consistent with the Circulation Element of the General Plan.

No other changes to the Circulation Element in this regard appear necessary.





# CITY OF CYPRESS

5275 ORANGE AVENUE, CYPRESS, CALIFORNIA 90630 | AREA CODE (714) 828-2200

March 23, 1979

Supersedes letter of April 21, 1976.

Re: Department of Housing and Urban Development  
Federal Insurance Administration  
Flood Hazard Boundary Map H-01-02 for the City of Cypress  
Community No. 060217A

To Whom It May Concern:

Please be advised that the Department of Housing and Urban Development, Federal Insurance Administration has officially rescinded the Flood Hazard Boundary Map for the City of Cypress and converted the City to the regular program effective February 12, 1979. All affected Federal Agencies and Instrumentalities; HUD Regional, Area, and Insuring Offices; and the Servicing Agent for the National Flood Insurance Program will be notified by the Federal Office.

Effects of conversion to the regular program without a map are:

1. Compliance with regulations of the National Flood Insurance Program is no longer mandatory in the City of Cypress.
2. The entire City is now classified as Zone "C" which is defined "Area of Minimal Flood Hazards." Flood insurance coverage is available on a voluntary basis at very low rates.
3. Any property owners who were required to purchase flood insurance may be entitled to a premium refund, providing the lender is willing to release the owner from the flood insurance purchase requirement.
4. In order to obtain the refund, the owner should obtain a statement from the lender certifying that flood insurance is no longer required. The owner should then submit this statement to the insurance agent who sold him the flood insurance policy who will initiate policy cancellation and refund.

The official notification dated February 16, 1979 from the Department of Housing and Urban Development, Federal Insurance Administration is on file in this office and available for inspection.

A. W. Schatzeder  
Public Works Director/City Engineer



File 758 - FLOOD INSURANCE PROGRAM

October 3, 1983

MEMO TO FILE

FLOOD HAZARD RISK IN CYPRESS

The Flood Hazard Map for the City of Cypress was cancelled by order of the Federal National Flood Insurance Program on August 11, 1981. The number of the map was 060217 and the cancel order no. was 108099. This order means that Flood Insurance is not required in the City of Cypress because the risk is minimal.

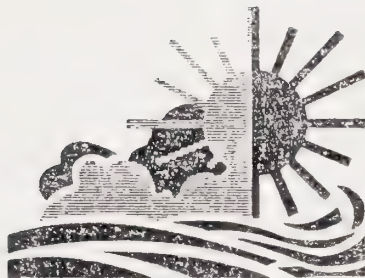
The communication and map received with your tax bill indicates that the City of Cypress would be flooded by a "Standard Project Flood". A flood of this magnitude is the maximum flood anticipated. The anticipated frequency would probably be less than once in 200 years so the risk is minimal. This, of course, does not say such a flood would not occur next year or the year after.

The City of Cypress is not in the "Special Flood Hazard Area" designated on the map. The statements regarding flood insurance are applicable to the "Special Flood Hazard Area". If a homeowner in Cypress wished to purchase flood hazard insurance, he should be eligible for the lowest rate because, as pointed out above, the City of Cypress is not considered a flood hazard area.

*AWS*

AWS:sp

6/11/81



RECEIVED AUG 17 1981 PAGE NO. 1

**National  
Flood  
Insurance  
Program**

ORDER NO. 108099

P.O. Box 34294  
BETHESDA, MARYLAND 20034

A W SCHATZEDER  
CITY OF CYPRESS  
5275 ORANGE AVE  
CYPRESS, CA 90630

NOTES	COMMUNITY CODE	NAME OF COMMUNITY MAPPED	QTY ORDERED	QTY SHIPPED	FIN LOCATION
K	060217	CYPRESS, CITY OF (ORANGE COUNTY)	1	0	
TOTALS			1	0	

EXPLANATION OF NOTES:

K = THIS MAP HAS BEEN CANCELLED. PLEASE DESTROY ALL EXISTING STOCK.

INSPECTED BY

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11  
11

0

RESOLUTION NO. 3120

A RESOLUTION OF THE CITY COUNCIL/PLANNING AGENCY OF THE  
CITY OF CYPRESS CERTIFYING AS TO ITS REVIEW OF THE FINAL  
ENVIRONMENTAL IMPACT REPORT FOR THE 1986 CYPRESS GENERAL PLAN UPDATE  
AND MAKING CERTAIN FINDINGS.

WHEREAS, the City Council/Planning Agency of the City of Cypress conducted a public hearing on July 28, 1986 and reviewed the Draft Environmental Impact Report and responses to the Draft Environmental Impact Report for the 1986 Cypress General Plan Update; and

NOW, THEREFORE, the City Council/Planning Agency of the City of Cypress does hereby resolve as follows:

SECTION 1: Pursuant to the legal requirements for posting and conducting a public hearing on said Draft Environmental Impact Report and responses thereto, and the City Council/Planning Agency having considered all comments received thereon, which comments and responses have been attached to said Draft Environmental Impact Report and incorporated therein, the Draft Environmental Impact Report is hereby approved and adopted as the Final Environmental Impact Report for the 1986 Cypress General Plan Update.

SECTION 2: The City Council/Planning Agency hereby certifies that the Final Environmental Impact Report for the 1986 Cypress General Plan Update has been completed in compliance with the California Environmental Quality Act of 1970 and the local environmental Resolution No. 1584 of the City of Cypress.

SECTION 3: That the City Council/Planning Agency hereby finds with respect to the adverse environmental impacts detailed in the Final Environmental Impact Report:

- a. That the adverse environmental impacts which may result from implementation of the 1986 Cypress General Plan Update have been considered and recognized by the City Council/Planning Agency.
- b. That comments and responses on the Draft Environmental Impact Report and during the public hearing conducted by the City Council/Planning Agency have been considered and recognized by the City Council/Planning Agency and will be incorporated into the Final Environmental Impact Report.
- c. That based on information set forth in the Draft Environmental Impact Report and responses thereto, the City Council/Planning Agency finds and determines that measures to mitigate certain impacts on the conversion of land to urban development exist and are included in the Final Environmental Impact Report (outlined in Attachment A).
- d. That based upon mitigation measures referred to in Attachment A, all environmental impacts of this project are mitigated to a level of insignificance, except for the conversion of land to urban development.

SECTION 4: That the City Council/Planning Agency hereby finds and determines that all feasible measures have been incorporated into the 1986 Cypress General Plan Update which will mitigate or substantially avoid any significant environmental effects, except for those impacts set forth in Section 3.d. The City Council/Planning Agency further finds that for any environmental impacts not mitigated or substantially lessened, the City Council/Planning Agency hereby adopts the following statement of overriding considerations: The City Council/Planning Agency finds that, based upon the Final Environmental Impact Report and/or information contained in the record, its action to approve and carry out the project (1986 Cypress General Plan Update) is supported for the following reasons:

- a. Implementation of the project will provide the guidelines and policies for managed growth relative to the existing conditions found in Cypress.
- b. Implementation of the project will result in the reduction and elimination of existing deficiencies found in the Circulation system and provision of Open Space in the City of Cypress.

Therefore, the beneficial economic and social effects of the project override the potential adverse impacts of the project.

PASSED AND ADOPTED by the City Council/Planning Agency of the City of Cypress at a regular meeting held on the 28th day of July 1986.

/S/ OTTO J. LACAYO

MAYOR OF THE CITY OF CYPRESS

ATTEST:

/S/ DARRELL ESSEX

CITY CLERK OF THE CITY OF CYPRESS

STATE OF CALIFORNIA )  
COUNTY OF ORANGE ) SS

I, DARRELL ESSEX, City Clerk of the City of Cypress, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted at a regular meeting of the said City Council/Planning Agency held on the 28th day of July 1986, by the following roll call vote:

AYES: 5 COUNCIL MEMBERS: Coronado, Kanel, Mullen, Partin and Lacayo

NOES: 0 COUNCIL MEMBERS: None

ABSENT: 0 COUNCIL MEMBERS: None

/S/ DARRELL ESSEX

CITY CLERK OF THE CITY OF CYPRESS

ATTACHMENT A

STATEMENT OF FACTS

SIGNIFICANT ENVIRONMENTAL EFFECTS OF THE PROPOSED PROJECT, FINDINGS WITH RESPECT TO SAID EFFECTS, AND STATEMENT OF FACTS IN SUPPORT THEREOF, ALL WITH RESPECT TO THE PROPOSED 1986 CYPRESS GENERAL PLAN UPDATE.

BACKGROUND

State EIR Guidelines (Guidelines) promulgated pursuant to the California Environmental Quality Act (CEQA) provide in part:

"No public agency shall approve or carry out a project for which an environmental impact report has been completed and which identifies one or more significant effects of the project unless the public agency makes one or more of the following written findings accompanied by a statement of the facts supporting each finding."  
(Section 15091)

The City of Cypress proposes to update the Circulation, Open Space, Conservation, Recreation, Noise and Land Use Elements of the Cypress General Plan. Because the proposed actions constitute a project under CEQA and the Guidelines, the City of Cypress has prepared an Environmental Impact Report (EIR). The EIR identified certain significant effects which may occur as a result of this project. Further, the City Council desires to approve this project, and has determined that the EIR is complete and has been prepared in accordance with CEQA and the Guidelines. Therefore, findings are set forth herein pursuant to Section 15091 of the CEQA Guidelines.



STATEMENT OF OVERRIDING CONSIDERATIONS

July 28, 1986

BACKGROUND

State EIR Guidelines (Guidelines) promulgated pursuant to the California Environmental Quality Act (CEQA) provide in part:

"(a) CEQA requires the decision-maker to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. Where agencies have taken action resulting in environmental damage without explaining the reasons which supported the decision, courts have invalidated the action.

"(b) Where the decision of the public agency allows the occurrence of significant effects which are identified in the Final EIR but not mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information records. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(2) or (2)(3).

"(c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notices of Determination." (Section 15092 of the Guidelines)

The City Council proposes to update the Circulation, Open Space, Conservation, Recreation, Noise and Land Use Elements for the City of Cypress. Because the action constitutes a project under CEQA and the Guidelines, an Environmental Impact Report (EIR) has been prepared by the City of Cypress. The EIR has identified certain significant effects that will follow from this project and the City Council desires to approve this project. After determining that the EIR is complete and has been prepared in accordance with the CEQA and the Guidelines, and making the Statements of Facts above, the City Council has also weighed the significant effects of the project against the overriding consideration noted as follows:

1. The implementation of the project will provide the guidelines and policies for managed growth relative to the existing conditions found in Cypress.
2. Implementation of the project will result in the reduction and elimination of existing deficiencies found in the circulation and provision of open space in the City of Cypress.

CONVERSION OF LAND TO URBAN DEVELOPMENT

Impact

The project will result in the conversion of vacant land, underutilized land, or redevelopment opportunities to urban intensified uses.

Findings/Mitigation Measures

- (a) All significant environmental effects that can feasibly be avoided have been eliminated or substantially lessened by virtue of mitigation measures identified in the Final EIR.
- (b) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR, in that:
1. The implementation of the General Plan Update would result in the irreversible alteration of land to urban development resulting in growth within the City. The General Plan Update incorporates reasonable land use designations and policies providing for the types, intensities and location of development which represent managed growth with minimum disruption to the environment.
  2. Development of existing vacant lands, or redevelopment opportunities will be closely monitored through the specific policies of these elements, the specific planning process and enforcement of the Zoning Ordinance through application of the City's development review process, significant irreversible environmental changes will be minimized.
  3. Project alternatives, other than the no project alternative, would still result in the conversion of vacant land and underutilized land to urban uses, with an accompanying increase in land use intensity. The result of no project alternative would be the continued use and regulation of the existing outdated General Plan Elements.
- (c) The remaining, unavoidable significant effect, if any, is acceptable when balanced against facts set forth above and in the Statement of Overriding Considerations which follows.





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